

# SEAFARING

THE ORGAN OF THE SEAFARING CLASS.

A WEEKLY NEWSPAPER FOR SEAFARING FOLK AND THEIR FRIENDS.

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YARNS.—LXXVIII.



## CANUTE MODERNIZED.

When they who owned our English craft  
Were "bare-sarks" bold and Vikings  
brave,  
Who at the tempest's dangers laughed,  
And lived and died upon the wave,  
Then Cnut, of sailor kings the best,  
Ruled o'er the Saxon kingdoms seven;  
And north and south, and east and west,  
Was famous as a slave of Heaven,  
The which he served with penance long  
And iron justice tragical,  
With much abasing of the strong,  
And due upraising of the small,  
As this tale shews, which telleth how  
He once sat throned the sea beside,  
With globe in hand and crown on brow,  
Watching the flowing of the tide.  
Obsequious flatterers, "jarls" and "thegns,"  
Stood round his chair in courtier wise.  
(Oh, they were always at such pains  
To win a smile from the King's eyes!)  
Each said his say, till one more bold  
Than all his comrades flattered thus:—  
"Since all things are by thee controlled,  
Bid the sea-waves roll back from us!"  
"They must obey thee, sire," and he  
Oried, "Back, O waves!" and kept his  
seat.  
Nathless, the ever-rising sea  
At length flowed round his kingly feet.

Then turning to his folk he saith:

"The sea is God's. The power of God  
Cedes not to us weak heirs of death."  
With that to firmer ground he trod.

Ay, but that happened long ago  
In the "Dark Ages." Mighty men  
Are not the sainted fools, ye know,  
That half the kings of earth were then.

The modern Canute sits at ease  
Upon a throne that's built on sand.  
He orders back th' advancing seas;  
He laughs; he will not understand

What the sea's roar means, rising loud,  
What those mass'd waves mean, leaping  
high;  
But soon, in fast-encroaching crowd,  
They'll mine his throne and bid him fly

To yon firm land where he and his  
May save themselves within the light  
Of common wisdom, which, I wis,  
Is but a homelier name for Right.

On, fierce and strong and fury-lashed,  
The Wave of Union sweeps ashore;  
Against the Thrones of Wrong 'tis dashed,  
With steadfast strength and deafening  
roar.

Nothing shall stand against the might  
Of God's own seas! At dawn you stem  
The glorious floods, to be, at night,  
More utterly o'erwhelmed by them.

Therefore, O sailor sea, take heart;  
Injustice cannot live for aye.

Let every billow play its part,  
And lo! the tide will win the day!

LXXIX.

REAPING THE WHIRLWIND.

A YARN OF A WEDDING.

You say stories of Oriental vengeance are all stuff and nonsense now-a-days. You say India is pretty well as civilised as Great Britain. That's all you know. Listen to this: I had a great chum once, Willie Pearson by name, as pleasant a good fellow as ever lived. Kind to a fault, open-handed, trusty and true, he was as grand a specimen of the world famed genus "Jack Tar" as you could wish to meet with on a summer's day. His sole fault, if fault it can be called, was that he was altogether too much of a Briton. He swore by things British, he could see no wrong in things British. Tell him a man was an Englishman, and he was his friend at once. But tell him a man was a foreigner and he could believe no good of him. Foreigners in Will's eyes were the root of all evil. But if the white European, or American, who had not had the good luck to be born within the four seas, were hateful to him, the dark-skinned men, the negroes, or the Easterns, were the objects of his most active and infinite loathing. Willie was humane, but he thought nothing of striking a black man. Willie kept a modest tongue in his head, but there was no limit to the abuse which he could heap on the head of the "Mild Hindoo," who at any time was so unfortunate as to cross his path. Well, for a man with these sturdy insular prejudices, a sojourn in a foreign land is by no means pleasant. At Port Said, in Bombay, in Calcutta, or any Eastern town you like, Willie was constantly meeting with disagreeable little *contretemps*. I have seen him nearly stabbed by a Chinaman, whose pigtail he had lugged a trifle roughly. In the Arab town at Algiers I have seen him surrounded by a hooting mob of Arabs, making ready to stone him to death. The French police interfered on this occasion and kept him locked up out of harm's way for a while, but these and many similar adventures never cured him of his habit of badgering people with a different complexion and lingo from his own.

"They're not human," he used to say.  
"I'm not called on to treat 'em like humans."

Well, if Willie was not popular abroad he was all the more courted and sought after among his own friends on English ground, particularly by the ladies. One of these latter was so laudably assiduous in her attentions to my friend that at last he, handsome, devil-may-care, knockabout fellow though he was, succumbed to her charms and promised to make her Mrs. Willie Pearson.

Her people were farmers in Sussex, and it was to the prettiest of old-fashioned village churches that smiling Willie led his

bride one fine May morning in the year 187—I was there as best man, and I know I envied my friend a good deal both during the auspicious ceremony and afterwards, when the bells rang a merry peal and the happy couple marched proudly out between two lines of ruddy country faces along the path of the little grass-grown churchyard.

In the old farm kitchen the wedding feast was spread, and I can tell you we did ample justice to it. That fine old yeoman, Farmer Broadmeadow, Will's future father-in-law, sat at the head of the table, and old Mrs. Pearson, Aunt Tabitha, Uncle Josh, and one or two old friends of both families surrounded him. At the other end of the hospitably groaning oaken board were Mrs. Broadmeadow and the happy pair besides others, including my uninteresting self, who need no description. Elsie Pearson, the new-made bride, looked very pretty indeed. She had the merriest blue eyes and curly golden hair you can well imagine—the whitest teeth, the cheeriest laugh. In fact, she was just the sort of buxom lass for a sailor lad's bride. Willie, in the smartest of shore-going clothes, sat looking handsome and triumphant at her side. Well, the toasts went round, and speeches were made, and smiles and gaiety were the order of the day. Old country ale has powers even over Jack Tars of 10 years' standing. I began to feel uncommonly hazy and mellow; and my right arm, which for long had reclined gracefully along the back of my fair neighbour's chair, was just drooping comfortably round a very pretty white neck, and my manly lips were just beginning to meditate a furtive excursion in the direction of a cherry-ripe mouth, when one of the farm hands came in at the door which opened directly on the garden outside, and announced that there was a darkie chap down in the yard who was uncommonly anxious to speak a few words with "Master Willum." We all protested, and said that Will was not to leave the table. On this of all days he belonged to his friends, and we were not going to allow him to run away from us even for a moment. But Willie only laughed at our objections. He said he knew what it was all about. He knew the darkie who wanted him. And with that he kissed his bride, and started up to go and speak to the mysterious stranger.

"Will," I said, as he passed my chair, "let me go with you. You and darkies don't agree at the best of times. Ye'd much better let me come and see that you get fair play." "Oh, no, old friend," said he. "Tis a secret, a little surprise I have for you all. You must *not* come." Well, perhaps it was a secret, I thought. Will, I knew, was fond of dressing up and acting, and all that sort of thing. This might only be one of his jests got up between him and a sailor friend for the good of the company.

So I thought it best to let him go.

Well, a minute or two passed by, and the talk and laughter went on as before. At the end of five minutes Elsie began to look anxious, but we laughed at what we called the fears of a new-made bride. At the end of ten minutes, however, the farmer gave me a look as much as to say, "I think you had better go and see what the matter is." I got up and went out, and in a minute found I was followed by all the men of the party. They said they had seen an Eastern-looking chap, a chap in a turban and white dress, scooting down past the garden gate. He had come from the direction of the rick-yard, and thither, with the sudden sobriety which is begotten of alarm, we all hurried.

Dead!—Dead, under the shadow of one of the stacks lay my brave handsome comrade! He had been stabbed to the heart—stabbed by a dastardly blow from behind. Round the hilt of the murderous Indian knife was twined a paper, and on the paper were legibly enough written the words, "Tippoo never forgets."

#### LXXX. A VOICE FROM THE DEEP.

##### COOK.

No doubt you think yourself a man of merit, And fancy you possess a rhyming spirit; Take my advice, and give this scribbling o'er, Such wretched stuff was never penn'd before.

##### STEWARD.

What aileth my cochinero? It matters not, my friend, whate'er I do, This rhyming fit always doth me pursue; It haunts me while at work, and, in my bed, With strange delusions it distracts my head.

##### COOK.

You boast yourself that you're a Union man, Then why not rhyme about the Union plan? You own yourself it is a glorious scheme.

##### STEWARD.

Sit down, my friend, and I'll indulge my theme.

No more, ye merchant seamen, now no more Shall cruel injustice crush us as before; Nor base shipowners, nor their rich-clad wives,

Shall make large fortunes at the cost of lives; Nor in religion's garb their daughters teach The creed they do not practice, but yet preach.

Oft in their prayers these sainted damsels say—

O Lord, our sailors' sins wash clean away, Preserve their lives when on the ocean toss'd.

##### ALICE (in whisper).

"I hear papa another ship is lost."

##### ELLEN (in whisper).

"She's well insured; she'll thrice repay her cost.

All hands are drown'd, and deadmen tell no tales."

##### ALICE (in whisper).

"I hope they're swallow'd by the sharks and whales.

Of late there has been such an agitation That Chamberlain capsized the very nation. He said that rotten ships were lost at sea And fortunes made on their security."

##### ELLEN.

"That horrid man, He stopp'd the rapid fortune-making plan."

##### ALICE.

"After our prayers we'll have a grand collection;

Dear papa has here a very good connection. They pass the plate with sweet angelic smile,

Collected silver forms a shining pile For those poor widows and their children dear

Their rich papa has made, they shed a tear.

"Your smelling salts, dear Alice, I shall faint."

"Your handkerchief—oh Ellen, mind your paint."

In gospel circulars their names are found— "Mr. and Mrs. Graball gave one pound,

Their Alice gave twelve shillings, Ellen seven,

This Christian family are bound to Heaven." Meanwhile poor Jack Tar all the money gave;

But then they prayed his sinful soul to save. Ye white-robed hypocrites, behold your fall! Bold Neptune's muse shall shove you to the wall.

No more shall tyrant captains have their sway, Nor starve, nor rob us of our hard-earned pay;

Nor their own option, nor their substitutes. We will be treat like men, and not like brutes.

No more the Board of Trade, nor their vile scale,

Shall feed us worse than convicts in a gaol. No more at cooks and stewards shall we swear,

Nor cracker-hash shall be our breakfast fare. No more in stinking beef, nor rotten pork, Shall we with vengeance plunge the pointed fork.

No more shall chicory, nor birchwood tea, Destroy our health, and give us dysentery. No more shall maggoty, nor mouldy bread Cause indigestion, sick and aching head. No more shall mildewed peas, bad rice, and flour,

And sandy sugar turn our stomachs sour. Nor rankest margarine, instead of butter, Nor drinking water like a mouldy gutter. Behold the Union rises to our aid!

Join it, dear brothers, be ye not afraid; Upon a solid rock it now doth stand, All honour to those men that it have plann'd. And shall we stand considering what to do With this great opportunity in view? Shall we stand idle, gazing on the beach, And then not grasp the prize within our reach?

No; let's unite and join it every one, Nor think till then our duty we have done. The Union banner waves aloft on high, A hundred thousand huzzas rend the sky. "Come, join the Union," hear the members cry.

The Union now rolls rapidly along, And near a hundred thousand swell its throng;

But every seaport we must still explore Until we've gained a hundred thousand more,

Nor think our task then done, but rather vain

Until three hundred thousand swell the train, And when that number we have gained at length

Then we shall find that unity is strength. Come, sailors, firemen, fishermen, join all; We stand united, but, divided, fall.

SEAFARING now is published every week, For all the Union news we there must seek; 'Tis a true friend to each seafaring man, Let each of us support it all we can:

It tells us all our grievances and joys, Diverts our friends, and all our foes annoys.

##### NEPTUNE.

(A Member of the South Shields Branch.)

At Falkirk, on June 10, in a prosecution by the Sailors' Union, David Gair, master of the steamer *Bull*, of Middlesbrough, pleaded guilty to assaulting James Smith, seaman, by striking him on the face, on a voyage to Grangemouth, and was fined 20s. The two had quarrelled, and the seaman was put in irons.

A shocking accident happened on Monday night on board the Great Eastern Railway Company's steamer *Colchester*. The vessel was about three hours out from Antwerp on her way to Harwich, when her engines were stopped for some purpose, and directly afterwards the dead body of a greaser named Joseph Carter was found in the engine-room, the head being badly mangled. It is supposed that the unfortunate man was in the act of oiling the machinery when the engine was started, and he was struck on the head and instantly killed. Carter, who is about 40 years of age, leaves a widow and several children.

## CORRESPONDENCE.

## IS PATRIOTISM A FAILURE?

To the Editor.

SIR,—Patriotic seamen may endeavour to arouse the nation to a sense of its defencelessness, by pointing out to those not blind, but who will not see, that our navy, although strong, is not sufficiently so for the multitudinous duties it may at short notice be called upon to take in hand. They point to the coast line of the British Empire, greater in extent than that of Continental Europe, to the towns and seaports situated upon it, of such value that modern Bluchers might well exclaim with him of old, "Mein Gott, vot a place for to loot." They also point to our food supply, emanating from every part of the world; a successful interruption of which would cause a famine in a month. History assists them in shewing the advantages of a nation being thoroughly prepared for war in all its details—in discipline, in numbers, in resources, and in the topographical and hydrographical knowledge of the enemy's country—to the penal absurdity of relying on ancient prestige, as against big battalions of trained men. It also reminds us of seven months after the French nation shouted "*à Berlin*"—the lost territory, the five milliards, the quarter million of men slaughtered and maimed in their defence, their immense private losses, the degradations and excesses committed by a victorious host, the internal discord and disunion. There are many millions of our countrymen who would not believe that such a state of affairs could befall this country; yet there were a great many more millions of such unbelievers in France prior to 1870. Our navy requires immediate augmentation, for our national life depends upon its fitness and strength; our countrymen must demand it. Yet this is not all they have to do. Ironclads can be constructed with rapidity—our private dockyards are capable of the greatest exertions; if an urgent national cause for their vigour is apparent—money at such a time would be voted in profusion.

But stay! Have we the British seamen and the stokers to man them when constructed? If we travel through any of our colonies every twentieth man we meet, at one period of his lifetime has followed the calling of a seaman; but disownment by his country, and the "Farrarism" that has scourged him beyond endurance, he has thrown up the occupation he has followed so long, for others on shore more conducive to his sense of justice and his interests. We are accustomed to see fine, large British-owned ships, flying the British flag, leaving and entering our ports, going to and coming from every part of the world, with aliens in command, with alien officers, and foreign crews, the orders for their navigation given in a foreign language; not a British seaman on board, from the stern to the stern of them, save, perhaps, a few boys, apprentices to the sea service, who call this country their home, and who are manfully struggling, against long odds and a cruel fate, to carry down to posterity the name and appearance of a British seaman. This position of the alien has been assiduously acquired for him, he having been fostered and encouraged by those who have eagerly accepted the pay, but ignored the duties of promoting the numerical strength, the safety, and welfare of our own seamen. The alien shipmaster and foreign crews may or may not be a source of danger in time of war, yet their employment is a national disgrace. They deplete our countrymen's purses, and carry to their own country what would be as acceptable in ours, what our own boys could and should have earned. These foreign hirelings now form one-third of those engaged in our mercantile marine, which is annually further deteriorated by the culls from reformatories, afloat and on shore, who, tainted with crime and attenuated in form, are considered unsuitable for the naval, but good enough for the merchant service, where, unfortunately, anything in the shape of a man, as long as he can be engaged at a cheap rate, completes the crew lists. Is it to be wondered at that respectable youths, the sons of the artisan class, refuse to herd amongst such gaol birds—the tag-rag and bobtail of our large cities—with those who have failed at everything on shore, but who consider themselves fit for a sea life either in the stokehole of our steamers or on their decks? Of course, there are a large number of real good seamen, men who thoroughly understand their duties—but with such surroundings, with the same wages, and with the same treatment as those

of the classes mentioned, is it not but natural they should look upon their calling with disgust? There may be a latent spark of patriotism in their composition—to attempt to arouse it, may extinguish it altogether, especially if the reminiscences of past tyrannical officialism be remembered. We read of our brave and hardy fishermen, with heads bowed down, and their sullen looks betokening their feelings—their nets either damaged beyond repair, or gone altogether; their craft damaged or sunk; their savings gone, through the wilful animosity and dominant overbearing of the natives of some petty Continental state. Burning with masculine indignation, they appeal to their country for help and relief. They are officially informed to apply to a foreign law court for relief and justice. Degraded and impoverished by these constant losses, and "devilish" depredations, they are collected upon the beach, moodily inquiring of each other, Is this England, or is it not? Can there be any patriotism in such seafarers? We are now offering a premium to foreign shipmasters to become British certificated pilots, and through the constant, lifelong practice which the certificate granted him entitles him to, he acquires a practical as well as a theoretical knowledge of all the intricate navigation of our rivers, channels, harbours, docks, and arsenals. We are thereby placing in his hands and in his keeping a true and lasting impression of the "keys of our national safe," which prudence dictates should only be entrusted to the hands of those who have an interest in what that "safe" contains—for it contains all those rights and privileges our forefathers gathered by sea and land the world over for their sons' sole benefit—it is their heritage; none but a native has a right to claim a portion. They are being granted these "pilotage pass keys" in spite of the unanimous protests of all the Ancient Trinity Guilds of experienced and tried mariners of Britain who have solemnly stated, most determinedly, and most emphatically—"There is a grave national danger in doing so." Supplementing this opinion, come the indignant and outspoken reproaches of the whole of the capable, experienced, and loyal of our mercantile seamen, both at home and in our dependencies—who are at a loss to know, or to account for this national senility—this national recklessness and want of national patriotism. The pilots of the United Kingdom whose living is jeopardised—whose very occupation is imperilled thereby—men whose loyalty has never yet been questioned, view with abject dismay the apathy with which their countrymen and legislators allow this vital and most dangerous concession to those holding allegiance to a foreign state, and think, with all other British seamen, that foreign adulation, and the privileges granted them has gone too far—far outside the bounds of prudence. For such is a deathblow to patriotism, especially amongst that class to whom we must first look to exhibit it. God grant that the patriotism of our seamen may never be a dead letter, but under existing circumstances, if asked to shew it, they may point to the departing foreigner with his carpet bag well lined with the spoils he has been so assiduously assisted to acquire by the officialism of the past, to the great detriment, the deterioration and material impoverishment of those to whom, as a nation, we are under a lifelong debt of gratitude, and to whom we owe our national life—our commercial successes—in the past and prospectively. When it is considered that every other nation rigidly excludes from its marine service those who do not hold allegiance to the flag they sail under, it behoves us to reconsider those privileges we so lavishly extend to foreigners, and which they are not so foolish as to reciprocate. We may be aroused to the fact of our weakness in warships—and obtain them—when probably too late to discover we have too few British seamen to man them. Let anyone desirous of seeing what our present merchant seamen are like, visit any of the offices for the engagement of crews; fully one-half are foreigners, and the majority of the remainder are worse—men physically unfit, by reason of impaired constitutions, for active seafaring life.

It may be said "we have a Reserve of seamen." It is so, but scattered all over the world—admittedly the best British seamen that can be obtained, but officially treated as an incubus, and disregarded until a "war scare" takes place. Every Continental nation has the whole of their mercantile seamen at their absolute disposal in case of war. We have about as many as would man the Channel fleet. It would only be the "press-gang" over again to procure a similar number. For patriotism amongst British seamen has been butchered by past officialism, and is nearly a failure.

A BRITISH SEAMAN.

## A QUESTION OF WAGES.

To the Editor.

DEAR SIR,—A member of the Union asks a question of the directors, Why sailors are paid below firemen? Well, I am a member of the Union—a fireman—and can tell him that if hard work should be paid highest firemen are first in turn, but I care not; but if this member would do well and induce as many of his sailor friends to stick out for their rights, it would be better than to trouble himself about the wage and the duty of firemen. I consider he is no authority on such whatever, as I positively deny that the majority can do the work of firemen, much less qualified to do so, neither is there one in every 10 able. I think it injurious to himself and a decided insult to firemen to say anything of the kind. I have been an A.B. in both sailing and steam, and nine years in stokehole. I think I know the difference between clean salt water and the hot stokehole. I hope that our members will get more wage, but don't teach us anything or interfere with our work. Success to your noble paper.—Yours respectfully,

WILLIAM MCKAY.

176, Crookston-street, Glasgow,

June 10, 1889.

## SHANGHIEGHING IN HAMBURG.

To the Editor.

SIR,—On the evening of June 6th the crews of the ss. *Cumberland* and *Coblenz* became aware that about 24 foreign seamen were engaged in Hamburg to have a passage to Leith and Grangemouth, in order to man some of Currie's boats that the trade demanded most, as they were then detained by the strike.

Measures were taken to prevent the crews of these two boats, having plans arranged, to impede these seamen coming on board, but through a little skilful manœuvring a consultation was secretly held, and it was agreed that every man would do his best to prevent these foreigners getting on board; also to send them ashore if they did come. About 12 o'clock six came down to the *Cumberland*, and were met by her crew and warned of the strike and of their danger in coming across. They willingly returned, thanking the men for their timely interference. The crew of the *Coblenz* succeeded in a like manner with the first-comers. Towards 2 o'clock the captains and officers got about half a dozen into each vessel. At 4 a.m. the crews were turned out to get the vessels underway. They managed to get into the cabins, and explained to these shanghied seamen the difficulties they would have to encounter at the hands of Union men then on strike at home. These poor men, awakening from a drunken stupor, began to realise the truth of what they were told; began to pack up and prepare for leaving. Before the vessels were unmoored every man had departed from both the *Coblenz* and *Cumberland*; but not before they explained the false promises made by boarding-house masters, runners, and the agents of this prominent Leith and Hull shipping company. They were made to believe that 35s. per week would be given them, and that ships were ready waiting to receive them, as men were so very scarce in Britain. They were unaware of the strike or that a Union existed at all. It will be evident to every person who becomes acquainted with these details how unscrupulous were the means employed to decoy seamen by misrepresentation and dishonesty, and use them as tools to work against the interests of the British seamen and their Union. Humanity demands that the crews of these two boats of Messrs. Currie and Co. deserve to be recognised for their zealous efforts in aid of the Union, by so completely baffling the mean and ungallant action of these shipowners in Hamburg towards foreign seamen. These betrayed sailors promised to spare no time in making known throughout Hamburg how they were gulled by the slimy instruments employed by this Leith and Hull shipping company.

Instead of being an advantage to shipowners, it will be most damaging to their own interests, and add to the glory and success of this noble union of Britain's sons in their struggle for freedom and right.—Signed on behalf of the crews of the above-named ships.

FAIRPLAY.

Grangemouth, June 11th.

To the Editor.

DEAR SIR,—The above account I find to be true in every particular, and will feel greatly obliged by your inserting it in your first issue of SEAFARING.—Yours in unity,

CHAS. C. BYNE, Secretary.

Grangemouth Branch, June 11th, 1889.

(For further Correspondence see next page.)

## MAKERS OF THE UNION.

## PART XII.

This week we are able to give some account of one more of the leading workers in the National Amalgamated Sailors' and Firemen's Union of Great Britain and Ireland.



CAPTAIN J. F. NASH.

It is not many weeks ago since a branch of the Union was opened at Southampton, and Captain J. F. Nash was, on the recommendation of the editor of *SEAFARING*, appointed to take charge of it. The success of this branch has fully justified the selection of Captain Nash, who has proved himself a most zealous and efficient and active official. It is now nearly a year ago since Captain Nash hailed *SEAFARING* with a hearty welcome, and began sending us yarns. Something like a dozen of the prose yarns that have appeared in *SEAFARING* have been written by him since, and that our readers have liked them we have many reasons to believe. But it was not because Captain Nash was an esteemed contributor to *SEAFARING* that the editor recommended him to the Union. It was partly because Captain Nash had suffered deep wrongs, and might, therefore, be expected to fight against evildoers with all his might; it was partly because a large number of the seamen of Southampton sent to *SEAFARING* and the Union a strong recommendation of Captain Nash as the right man for the place. It was also partly because Captain Nash had proved himself a very able man in many ways, as well as one full of the milk of human kindness that does so much to make life less intolerable than it would otherwise be. As to Captain Nash's career, it has, both ashore and afloat, been a most honourable and useful one, of which a man might well be proud. That much we know as a fact, but the details we have been unable to obtain, owing to his excessive modesty. Captain Nash has had many adventures in his time on land and sea, many of which, in his character of "Blackwall," he has given an account of in his yarns in *SEAFARING*. Both as officer and master he proved himself while at sea a friend to his crews and was much beloved by all his men. Retiring from the sea with a few hundreds of pounds he looked about for a journalist to aid him in starting a newspaper, but found none, and so falling among land sharks, his substance was speedily devoured by what is called "an unfortunate investment." Thus went his hard-earned savings. Whether it was before or after this that he stayed for a time in Australia we know not. Certain it is that he had a comfortable post under the Government, which he might have been filling to this day, with profit to himself, had he been made of the same stuff as the ordinary Government official. But he was not. He was a seaman, with all a seaman's contempt for greed

and dishonesty, and seeing that the public were being robbed by officials he protested. This, of course, was an unpardonable crime in the eyes of Red Tape, and so Captain Nash was not only turned adrift on the world, but has felt the revenge of robbers and ruffians ever since, who have had no difficulty in persuading such kindred spirits as shipowners to boycott Captain Nash. He is an able navigator, better versed in astronomy, the law of storms and many other branches of knowledge useful in navigation than most mercantile marine officers. Many valuable articles on these subjects have appeared from his pen in the *Nautical Magazine*, while as a contributor to the Press in matters affecting the well-being of seamen he has a high reputation.

## CORRESPONDENCE.

(Continued from page 3.)

## A SUGGESTION TO THE LIVERPOOL BRANCH.

To the Editor.

DEAR SIR.—I wish to make it known through the columns of your, or, as I should say, our own, paper, *SEAFARING*, what yet might be done to swell the number of members to our Union in Liverpool. When the Union was formed here the entrance fee was 2s. 6d. A strike very shortly afterwards took place, which lasted for some weeks, causing a certain amount of distress amongst our seafaring community, married and single alike, more so in the case of the former. Many of our Liverpool men at that time took privilege cards, intending at the time that when they got work, or had made a trip, to pay the entrance fee of 2s. 6d., and become loyal members of the Union. Many of those men are now only returning home, after making their first trip, and when they present themselves at the different clubrooms here they are told that the fee is raised to 5s., which might as well be £5, for the majority of the men find that when they have paid a little to the grocer and coal dealer, not speaking of rent or taxes, or what is more important, clothes to replace the old ones on their wives and children, they have not got 5s. left to join the Union. Now, I ask, is this right? These men I speak of are men who stood out at the last strike with as much determination as any of our Union men. I, as a member of the Union, say it is not right. What I would propose is this—and I think it would not be hurtful to the funds of the Union—let those men holding privilege cards come forward and pay 2s. 6d. entrance fee, and let their contributions date from the day the fee is paid; or, what I think would be better, let the Union publish bills telling all men that for three months, or any time the committee like to appoint, members can enrol for 2s. 6d., and I am very sure that the number of "scabs" in Liverpool will be diminished. It is better to give men a second chance than to make them be "scabs." I feel sure that every right-minded member of our Union will join with me in saying, "Come under the banner of the Union, and we will not cast you out."—I remain, yours,

RESCUER.

## COFFIN SHIPS.

To the Editor.

SIR.—Old stories are not always worn out, and may be rendered useful by repeating. Now that, chiefly owing to the masterly manner in which you have advocated the interests of seamen in your *SEAFARING*, a great movement is afoot to ameliorate their hardships and lessen the injustice done to seamen, the following passages resuscitated from the past may not be altogether devoid of interest. It is on record that some years ago a vessel was loaded at Newcastle with nearly twice her proper tonnage, bundled off to the Baltic in midwinter, with her MAIN-DECK TWO FEET TWO INCHES BELOW THE LEVEL OF THE WATER. She foundered 18 miles from the coast! We are told of one man who had in 10 years lost 12 rotten ships and 105 men. The *Elizabeth*, a vessel so weak and leaky that it was necessary to pump her every hour when floating empty in harbour, was sent to sea with 180 tons of coal, to founder! Another, refused a class by Lloyd's and declared unfit to go to sea by the surveyor, was sent across the Atlantic—or rather to seaward, sand and shells beneath it; whilst another crew who refused to proceed to sea in her were under lock and key in an English prison for their

insubordination. In 1870 Mr. Samuel Plimsoll first commenced those benevolent efforts for the amelioration of the sailor's hard life, which will ever and for ever entitle him to our deepest gratitude and place him among the highest rank of philanthropists. A vice-admiral of her Majesty's service once wrote to a friend: "Should there not be some more stringent provisions with respect to the inspection of sailing vessels?" It is an old proverb, "Who ever saw a dead donkey?" Now, I ask, Mr. *SEAFARING*, who ever saw an old wooden sailing ship broken up? And as to iron vessels, you know better than I, their average age is seven years, then down they go. Of course I do not here refer to the fine vessels of our large companies, but to the ocean tramps. When Mr. Plimsoll began his crusade against this, the evil had become a most terrible one, and doubtless his efforts have reduced the wrong; but does it not continue, though with partially abated vigour?—Yours fraternally,

UNION JACK.

## THE "MISSOURI" CREW.

To the Editor.

DEAR SIR.—I thank you as one of the crew of the *Missouri*, for the few lines in this week's *SEAFARING* on the loss of the *Danmark*, and I think it a shame the way we have been treated by Captain Murrell, of the *Missouri*. There has been 3,000 dol. collected in Philadelphia, and £500 in London, but our share comes to £17 a man, and I think there was collected in Baltimore a few hundred dollars, but where it is all gone we cannot make out. In Baltimore the captain came to us and asked us to give our share to the emigrants, but we refused, and he said we would not get it as he would give it back to the people again, and shew them what British seamen were. He told us we had not earned it no more than he had. On Saturday, April 6th, at 8 o'clock, we launched our lifeboats; we got into them and made for the *Danmark*, and commenced to take the passengers from her—the sea running very high at the time—and brought the 800 to our ship without a single accident—Captain Murrell in his chart-room all the time. At 6 o'clock we got our boats aboard again, being 10 hours in the boats. We proceeded to St. Michael's, and when we arrived there the captain called us aft, and said: "I hope there will be no growling about the grub, as we shall have to go on half provisions," and when we got to America we would get compensation, but he forgot all about that. I should like to say a little more about the way in which he treated those poor emigrants. One night, blowing very hard, seas coming on our decks, wetting women and children, the chief officer goes to him and asks him to let them below 'tween deck, and he says: "Damn and b— them!" Nice thing for kind Captain Murrell! I will let you know more another time. Thanking you very much, and, on behalf of the crew of the *Missouri*, I am, sir,

ONE OF THE CREW.

Sailors' Home,  
Wells-street, London, E.

May 28th.

## ALLEGED CASE OF CRIMPING.

To the Editor.

DEAR SIR.—I would like to know through your columns whether this is not the most notorious case of crimping that has ever had your attention called to it. I must inform you that I had intimation from Aberdeen on Saturday as to the manner in which they were obtaining riff-raff to take the place of *bona fide* sailors and firemen. I went aboard the Aberdeen ss. *Banrig*, and I saw the despicable specimens of mankind, and saw H. Haylett, 4A, Emmett-street, Poplar, E.

I saw this man place his hand on the shoulder of each man as the ship's husband called his name, and this Haylett gave each of them his card as shipping agent. Out of about 40 or 50 supposed to be sailors or firemen, I do solemnly affirm, and am prepared to swear with witnesses, that there was only about six or seven in the shape of men who could shew any discharges to the overseer. Indeed, truth to say, the overseer must have been shocked to see the specimens which were proffered to him, especially the juvenile portion of them. But he had no other alternative. As Haylett said of one boy, "He went to New Zealand last voyage," the lad said, "No, I went to Calcutta last trip." I placed my hand upon this man's shoulder, as he had done upon the others, and asked him if he had a licence for shipping those men? He said, "No, I do not get anything for it."

What is to become of our friends and relations if these people are allowed to man these passenger

boats which bring our friends and relations from Scotland to see us, and which bring us to see them? I see by the papers that there have been more ships and lives lost during the month of May than has happened for years. That, I presume, is easily accounted for, because the sailors and firemen of Great Britain and Ireland have been endeavouring to get a fair rate of wages. Such persons as H. Haylett have supplied anything that they could pick up. Is it wonderful, then, that we should lose our fathers, brothers, friends, and relations while such things are allowed to be carried on with impunity? Do the various insurance companies know of this? Suppose such men as I saw taken on board the *ss. Banrigh* had been on board the *Missouri*, or the *Danmark*, what a lamentable tale would have to be told; instead of which the *Missouri* had a crew of British seamen and firemen, who did their duty, as every British seaman will ever glory in doing. Why, then, will the nation stand passively by, and see the likes of such men thrown out of employ to satisfy the inordinate greed of those who thrive on our seamen's misfortunes? I have found out another of Haylett's houses, of which I perhaps may treat in another way than this.—I am, sir, one devotedly attached to all the seafaring class.

THOMAS JAMES WILSON.

#### BRITISH AND FOREIGN SEAMEN.

To the Editor.

MR. EDITOR.—Being a foreigner and a constant reader of your paper, I think that your correspondent, G. Wilson, does not do justice to us foreigners. I have known foreigners to be spokesmen when any complaint was to be made, and not keep in the background to let their English shipmates take the lead. Your correspondent would say those are cases few and far between. Why? Because you'll very seldom find a foreigner who speaks English well enough to be spokesman. But the fact remains that when he does speak English he is chosen as spokesman! As to so many foreigners going for under wages, who is to blame for that? Very often these foreign boarding-masters, who are frequently in co-operation with the shipowners or their tools, the ship's captains. As to this foreign invasion if this Union stands good I think that process is effectually stopped. As to 43 per cent being deserters and men with no patriotism, that is deliberate falsehood, and I pity G. Wilson's ignorance about foreigners. The foreigners who are most strongly represented in England are Scandinavians, and no conscription laws being in force in those countries they cannot be deserters. Germany, France, and Russia being the only countries where the conscription laws are in force, I don't think you will find very many of them usurping the rights of an English seaman. So leave those that are in England and Union men at rest, and do not insult them. The Union won't profit by slander. I may tell you you will find plenty of Englishmen in all parts of the world, or does the British seafaring class in general think, as the old Geordie skipper did, that foreigners have no right in this world at all, and that Englishmen in foreign countries are not foreigners. He saw a Dutch ship running down the swim with a nice fair wind, while he was beating with a nasty head wind. He said to his mate, "Bob, I don't know how it is, but the Lord behaves better to those d—d foreigners than what He does to His own countrymen."—Yours,

C. A. SMITH, A FOREIGN SAILOR.

Care of Duncan's Navigation School,  
King-street, South Shields.

June 5, 1889.

#### SHAME TO TOWER HILL.

To the Editor.

SIR.—At a meeting of the Seamen's and Firemen's Union held in Glasgow on Thursday, May 30th, one of the members or officers of the Union made a statement to the effect that the officers of the *Nestorian* (Allan Liner) was going round the shipping offices in London trying to get men for lower wages than was current at the time. Now, sir, the above statement is a deliberate falsehood, for none of the officers except myself was looking for men, and I went to no office but Tower-hill, and for the wages I was instructed to give, viz., £3 10s., I could have loaded the ship with men. If the wages were lower than the men wanted they never said so, but seemed only too willing to go for the money. As a servant, I have nothing to do with fixing the rate of wages, and if the men are willing to go for the money offered, and they suit me, I will sign them. If the wages offered are too low I would

be the last man in the world to try to force them. If it is necessary to make such false statements in behalf of the Union I fear it will not hold long together, and in justice to myself I am bound to contradict the statement. Although I am one of those monsters who (according to some of the letters I see in your paper) has a sailor served up for dinner every day, I have still the welfare of my fellow-labourers at heart, and always have tried to help them as far as lay in my power, and was consistent with my duty to my employers, and I think it most unfair for a total stranger to make such a statement to men who have known me for a number of years.—I am, Sir, your obedient servant,

A. M. JACKSON.

Chief Officer *ss. Nestorian*.  
SS. *Nestorian*, Mavisbank, Glasgow,  
June 3rd, 1889.

#### SEAFARING DISASTERS.

*Acadia*. Cablegram from New York states: *Acadia* s, Jamaica for New York, was spoken June 1, with piston-rod broken, proceeding with one engine.

*Amy Dora*, the steamer which grounded in going to sea, is reported by cable message received from Pensacola (June 11) to have sailed.

*Antelope* (ketch), of Hawick, reported ashore off Blakeney, got off; all cargo thrown overboard; agreement, £100; vessel now in harbour.

*Asiatic*, Pearce master, arrived at Aberdeen from Buenos Ayres, is reported to have grounded at Flamborough Head, but without damage.

*Charles Morand*. A cable message from New York states that the *Charles Morand*, from Manzanilla for New York, went ashore at Bahamas, but was afterwards got off with assistance from wrecking vessels. Part of the cargo has been discharged. Vessel has been taken to Long Key.

*Challenge* (tug), London, stranded near St. Catherine's Point (I.W.), June 9, but floated apparently with little or no damage.

*Charlotte*, of Dublin, Garston to Newry, coals, while proceeding down River Mersey fouled the *Maranense* s, for Para, at anchor. Former had two bends stove in, shear streak broken, and other damage. Was towed clear by tug and beached at New Brighton, leaking badly.

*City of Canterbury*. Lloyd's agent at Calcutta telegraphs under date of June 10th: The *City of Canterbury*, inward bound, went ashore on Hooghly Sand; assistance was sent to her from here, and she got off without discharging.

*Cumbria*. Telegrams from Buenos Ayres states that *Scarborough* foundered at sea, all hands saved.

*Darwin*. A telegram from Palma, dated June 6, states: *Trinidad* (Spanish ship), just arrived. The master reports that last Tuesday at 4 a.m., in long. 9.35.12 E San Fernando, lat. 41.6.30 N, met and communicated with the *Darwin* s, of London, under sail, bound to Bastia, with engine-shaft broken. Weather fine.

*Elgin*. Lloyd's agent at Dublin telegraphs: *Elgin* (barque) and the *Enterprise* (schooner) have been in collision. Latter damaged.

*Electra*. Telegram from Llanelli, June 11, states that the *Electra*, previously reported ashore, sailed for Caen, after being surveyed.

*Elizabeth* (brigantine), of Bideford, from Seaham for Poole, coals, struck on Hasborough Sands, June 10, and became total wreck. Crew landed at Yarmouth June 11.

*Enigma* (schooner), with stock, is reported from Lerwick to have grounded on Lochaber Bar, but got off next tide.

*Enterprise*, see *Elgin*.

*Glen Tanar*. Cablegram from Baltimore states: British steamer, *Glen Tanar*, from Mobile for Aberdeen, has been towed into Chesapeake by United States steamer *Nueces*.

*Ghaze*. Telegram from Penang June 12 states that the *Ghaze* s, arrived, and reports having towed the Dutch steamer *Medan* 800 miles.

*Greencastle*. Telegram from Milford Haven, June 11, states that the steam trawler *Greencastle* had tail of crank shaft broken on 9th inst.

*Harold* see *Toward*.

*Harry Bolckow* s, has put back to Aden leaking badly; does not leak in harbour. A survey will be held as soon as practicable.

*Hagartstown*. (United States barque), from Newcastle, N.S.W., arrived at San Diego June 8, with loss of boats, deck swept, and with three topmasts gone.

*Harriet*, of Newhaven, from Sunderland, has arrived at Newhaven with loss of jibboom, topgallant-mast, and all head gear, having collided with steamer *Laure*, of Sunderland, nine miles off Beachy Head.

*Henzada*. Lloyd's agent at Bombay telegraphs June 7: *Henzada* (British s), from Bombay for London has put back, damaged in a severe gale, and must repair.

*Hereward*. Lloyd's agent at Bahia Blanca telegraphs June 5: The *Hereward*, in entering port, was totally lost at Mante Hedmoso; crew saved.

*Hero* (schooner), of Milford, Porthyn, for Runcorn (granite), foundered off Hartland on Friday; no lives lost.

*John and Jane* (brigantine), of Whitby, bound for Rochester, has put into Harwich leaky, and has been placed on the mud.

*Lancelot*. Lloyd's agent at Greenock telegraphs: *Lancelot* (passenger steamer), after leaving Millport snapped both her piston rods.

*Laure*, see *Harriet*.

*Leo*, see *Water Lily*.

*Lena*. A cable message from New York states that the *Lena*, from Aruba for Swansea, grounded on Bermuda Reefs, but was assisted off and towed in, not leaky; it is rumoured that vessel is not injured.

*Lilac* (steam launch), Liverpool for Falmouth, ballast, has been beached at Porthmigan, St. David's Head, leaky. Likely to leave next flood.

*Lucy Ashton*. Lloyd's agent at Greenock telegraphs that the passenger steamer *Lucy Ashton* carried away her rudder-head at Kilcreggan pier. It has since been repaired.

*Margareta*. Lloyd's agent at Dogmaels telegraphs: *Margareta* (smack), of and for Cardigan, has gone ashore on the west side of Cardigan Bay. Cargo, slate.

*Mary Emily*. *Argomene*, arrived at Queenstown, reports: On May 25 spoke the *Mary Emily* (schooner) of Liverpool, with foremost gone, in lat. 38.33 N, long. 33.58 W.

*Moscow*. The steamer *Moscow*, in leaving Leith for Cronstadt, June 8, grounded at the mouth of the river, and remained fast till the evening's tide, when she floated, apparently without damage, and proceeded to the roads, where she still remains.

*Morven* s, put into Stockholm leaky, after having been ashore at Finngrundet; made jettison of 180 standard, and got off with assistance from *Neptune* (salvage steamer).

*Michigan*. A cable message from N. Sydney, C.B., states that the British steamer *Michigan*, from Montreal for London, with cattle and grain, grounded at Pointaconi, but came off unassisted and without damage. She is here bunkering.

*Naxarre*. The *Naxarre* s, from Bilbao, grounded off the North Wall, Liverpool; but got off shortly afterwards and docked at Birkenhead; is not making water; circulating valves gave way after the vessel grounded.

*Nigel*. Telegram from Falmouth, June 10, states that the whereabouts of the fire on board the *Nigel* s, in No. 2 hold, has been discovered and extinguished. A quantity of cargo was discharged into lighters, and is now being reshipped with all despatch.

*Norma*, from Liverpool for Halifax, with salt, has arrived at Queenstown, leaky.

*Poseidon*. Lloyd's agent at Bombay telegraphs: *Poseidon* (Austrian s), Bombay to Trieste, has put back through stress of weather.

*Prior* s, of London, from Leghorn to St. Petersburgh, general cargo, has put into Portland, Dorset, with deck strained by cargo; will be surveyed.

*Queen of Nations*. Telegram from East London states that the *Queen of Nations* (British barque), from Galle for New York has been totally lost, crew saved; salvage recoverable will be very small.

*Resolven* (British brig), from Bangor for Stettin with slate, has arrived at Londonderry leaky.

*Rockliff*. Telegram from Suez, June 12, states the steamer *Rockliff*, previously reported, has sailed, homeward bound.

*Salisbury* s, from Baltimore, reported ashore near Sharpness, has been floated with the assistance of two tugs, and towed on to the mud at Hackthorn.

*Seythia*. The cotton cargo from *Seythia* s, from Boston in Alexandra Dock, Liverpool, when on the quay caught fire, and above 60 bales were damaged by fire and water. Fire extinguished by Salvage Corps and Bootle Fire Brigade.

*Silac*. Telegram from St. David's, June 12, states that the *Silac* (? *Lilac*) ran ashore on Whitesands, and is leaky.

*Steamer*. Telegram from Gibraltar, June 10, states that the brig *Zacharie*, of St. Malo, was run down and sunk by an unknown steamer June 6, off Finisterre. Crew picked up by the British steamer *Virginia* and landed here; two men missing.

*Schooner*. The steam yacht *Marchesa* arrived at Dartmouth June 11, and reports having seen a vessel bottom up, supposed to be an English schooner, about 200 tons, 20 miles NNE Cape Villano, Finisterre; evidently had been in collision.

*Steamer*. Lloyd's agent at Halifax, N.S., cables as follows: It is reported that cattle and wreckage of steamer is coming ashore near Lockeport.

*Strait of Belle Isle* s, has arrived at Aden with badly strap broken.

*Toward*, Clyde Shipping Company's steamer, bound from London to Glasgow, arrived at Southampton June 12, and reports having collided with and sunk, off Beachy Head at 11 on June 11, in thick fog, steamer *Harold*, of Newcastle, bound from Bilbao to Newcastle, cargo iron ore. The *Harold* sank in four minutes. Sixteen of the crew taken on board the *Toward*, and landed at Southampton; one man of *Harold* drowned. *Toward*'s bows are badly stove in, but is expected to temporarily repair at Southampton, and proceed.

*Union*, of and from Ardrossan, for Riga, coals, has put into Mandal, with loss of topmasts.

*Utopia* s, of Glasgow, from New York, has arrived at Bristol, and reports June 3, in Atlantic 43.47 N, 41 W, experienced heavy gale, and vessel rolled badly and strained; 54 head of cattle were injured by the rolling of the vessel and died.

*Vessel*. *Floridien* s, arrived at Liverpool, reports: On 27th May passed a vessel, bottom up, in lat. 37.20 N, long. 54.55 W.

## IN THE DOG WATCH.

A correspondent writes to us: "The annual conference of the United Kingdom Pilots' Association will be held on the 18th to 19th inst. at the Cannon-street Hotel, London, when deputies will attend from all parts of the Kingdom. The annual banquet will take place at the same hotel on the 19th inst., under the genial presidency of Sir John H. Puleston, M.P. for Devonport, the pilots' champion in the House of Commons. Many M.P.'s and others have signified to the secretary their intention to be present."

Persons who like a laugh should read the little story of the Geordie Skipper as told in the letter which we print this week under the heading of Foreign and British seaman. Perhaps the Geordie skipper is not the only person who holds that God Almighty must be an Englishman. The awkward fact for this theory is that if He was an Englishman, He must be a subject of Queen Victoria which, as Euclid says of other impossibilities, "is absurd."

Mr. Keir Hardy is doubtless a well-meaning man—though we have not the pleasure of his personal acquaintance—but he is not always a discreet one, otherwise he would hardly have spoken as he is reported to have done at Leith last Tuesday, when we are told, "He said the men had been counselled against violence. Why should they not display violence? What else would terrorise the upper classes? When the owners were taking unfair means in the fight the men were justified in using every power God had given them."

Such language as this we must strongly condemn, especially when addressed to men embittered by cruel wrongs, and excited by a fierce struggle. Even if it had been used by Mr. Cunningham Graham, M.P., who was present at the meeting, and who had shewn pluck enough to get his skull cracked in defence of a cause, we should still have condemned such language, which is most injurious to the cause we have at heart.

Mr. Cunningham Graham's remarks were more to the purpose. According to the report before us he said seafaring men "would have to band themselves together, because it was only by doing so that they had any chance of bringing pressure to bear on public opinion and upon those Tories who wriggled themselves into Parliament at election times by pretending that they were going to do things which they took very good care never to do when they got to the House of Commons."

This is all true enough, but it remains for us to add to it that Liberals and Radicals are quite as bad as the Tories in the matter of obtaining seats in Parliament by false pretences. All existing political parties are frauds. What is needed is a new Parliamentary party to fight for labour, and several seafaring men in Parliament.

"Yes, of course, and the editor of *SEAFARING* to be one of them," said a prominent citizen to the present writer last Tuesday, in Liverpool, on pointing this out. The reply to this was, and is, that neither the editor nor anybody else connected with *SEAFARING*, has the least desire for any such position.

Mr. J. H. Wilson, general secretary of the Sailors' and Firemen's Union, is, on the other hand, clearly marked out for a Parliamentary career. Even a Liverpool shipowners' paper has found this out and says it, and we have reason to believe that the time is not far distant when that career will begin.

A Parliament purporting to represent this country, and yet having no seafaring men among its members is simply a Parliament, that does not represent the greatest interest of the whole country. And while we have such a Parliament, ignorant, muddling idle talk and utter blindness to the most vital necessities of the whole country must be expected from it.

Seafaring constituencies ought to see to this. Such of them as have sent to Westminster as M.P.'s men who render no public services whatever—which is the case with most of them—might call upon a few M.P.'s to resign, and make room for a few men like Mr. J. H. Wilson.

Whether this be done or not, Mr. J. H. Wilson must sooner or later be elected to Parliament; and when he is, we trust he will attach himself to no political party, but simply use each and all for the benefit of the seafaring class.

From a foreign port a sailor sends us the following:—

DEAR EDITOR,—On behalf of my brother shipmates who are members of the National Union, I dedicate these humble lines to our dear lady friend, the grand-daughter of one of Nelson's admirals.

## A MEMBER OF THE S. SHIELDS BRANCH.

Your able answer to a common sailor  
Was couched in such a mild and gentle tone,  
You've proved yourself our friend without a  
failure,  
An admiral's grand-daughter to the bone.  
If we've offended you, we would atone  
We thank you for your kind consideration,  
And feel quite proud we have your friend-  
ship won,  
For you're a model to our British nation  
For the kind services that you have done.  
Such gentle words from a sweet lady's pen  
Melt all true hearts among seafaring men.  
We know that there are ladies in the nation  
Who welcome us whene'er we come ashore,  
Such ladies, who enthrall with fascination,  
And make rude tars their lovely sex  
adore.  
Thank God each of us knows a perfect lady,  
And can select her from the common store,  
Though some proud ones, whose virtues are  
but shady,  
May look upon the sailor as a bore.  
This is the reason why our sailor friend  
Thought the word 'common,' did offence in-  
tend.

Sweet lady, we are fighting now for glory,  
Not for that glory won in days of yore,  
When gallant Nelson, led the old Victory,  
And won his laurels with his life and  
gore.  
But we are fighting 'gainst oppression  
sore,  
And for mere bread, just to sustain our  
lives  
Which tyrants have wrung from us oft  
before,  
Until we can't support our bairns nor  
wives,  
Nor keep the wolf outside our humble  
door.

Think you not this cruel tyranny a curse?  
What says our lady, who is skill'd in  
verse?

NEPTUNE.

"To forward their own interest, some ship-  
owners and captains say the British seamen  
of the period are so utterly demoralised  
that they cannot appreciate the sympathies  
of a tender-hearted lady. Should the above  
lines possess sufficient merit for publication,  
I hope they will convince the British public  
that such is not the case, adds our  
correspondent."

## PASSED EXAMINATIONS.

Week ending 8th June, 1889.

Note.—Ex. C. denotes Extra Master; O. C., Ordinary Master; 1 M., First Mate; O. M., Only Mate; and 2 M., Second Mate. SS. denotes Steam Ship Certificates.

## FOREIGN TRADE.

Name.	Grade.	Examining Board.
Smith, W. R.	1 M	London
Le Brocq, Jno. G.	O M ss.	London
Williams, David	2 M	London
Lawrence, Alfred	2 M	London
Warren, Wm. W.	2 M	London
Whatford, Sydney	1 M	London
Lawrence, E. H.	1 M	London
Ward, Roger L. C.	1 M	London
Lingham, W. G.	1 M	London
Cannons, E. G.	1 M	London
Tinsley, E. E.	1 M	London
Barber, Fredk. W.	O C	London
Hunter, Denis W.	O C	London
Legg, E. C.	O C	London
Maguire, Thos.	O C	London
Eynon, Wm.	O C	Liverpool
Price, Wm.	2 M	Liverpool
Hellon, Jno. S.	2 M	Liverpool
Nicholson, Colin	1 M	Liverpool
Ferns, Edward	2 M	Liverpool
Reynolds, J. A.	2 M	Liverpool
Owen, W. Jno.	2 M	Liverpool
Price, W. J. H.	1 M	Liverpool
Norton, Thos.	1 M	Liverpool
Geddes, Jno.	2 M	Aberdeen
Gray, Frederick	2 M	Aberdeen
Stewart, A. N.	O C	Aberdeen
Smith, Hy. Jas.	O C	Aberdeen
Duff, Geo. W.	O C	Aberdeen
Richards, Edward	2 M	Plymouth
Toby, Wm. Hy.	2 M	Plymouth
Spear, Herbert	2 M	Plymouth
Finney, Alf.	O C	Plymouth
Lesley, Jas. P.	1 M	Plymouth
Jenkins, Isaac	1 M	Dublin
Macdonald, Adam	2 M	Glasgow
Gardiner, David Alex.	2 M	Glasgow
Tasker, Jas.	2 M	Glasgow
Dawson, Jas.	2 M	Glasgow
Rose, Jno. D.	O C	Glasgow
Linklater, Robt.	O C	Glasgow
Clark, Hugh	1 M	Glasgow
Lucas, Cuthbert	O C	Cardiff
Jones, Evan W.	O C	Cardiff
Scott, Thos. Jno.	O C	Cardiff
Kellett, Wm.	2 M	Hull
Wilkins, Jno.	O C	Hull
Fraser, Jas. S.	O C	Hull
Roberts, H. J.	1 M	Hull
Turner, E.	1 M	Hull
Cuthbert, Jas.	1 M	Hull
Grime, Hy. H.	O C	Hull
Davies, Thos. Jno.	2 M	Swansea
Bell, B. Wm.	2 M ss.	Swansea
Browne, Wm. K.	O C	Swansea
Hunter, Jno. L. B.	2 M	Dundee
Adams, Wm.	2 M	Dundee
McRae, Jno.	1 M	Dundee

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Johnston, Jas.	2	London
Murray, Robt.	2	London
Webber, Jas.	2	London
Duncan, Wm. S.	2	London
Sage, Wm. J.	1	London
Morris, Wm. P.	2	Liverpool
Welch, Thos. Hy.	2	Liverpool
Lees, Chas.	1	Liverpool
Blaney, Albert Edward	1	Liverpool
Evans, Wm. Hy.	1	Liverpool
Nichols, Chas. B.	1	Liverpool
Cape, Jas.	1	Liverpool
Newton, Thos. Hy.	2	N. Shields
Dixon, Jas.	2	N. Shields

Sargent, Jno. Hy.	2	N. Shields
Howsago, J. G.	2	N. Shields
King, Walter	1	N. Shields
Lamb, Wm. H.	1	N. Shields
Mollison, Benjn.	2	Leith
Gates, Walter	2	Leith
Wighton, Matthew	2	Leith
White, Jas. C.	2	Glasgow
Barday, Andrew	2	Glasgow
Smith, Wm.	2	Glasgow
Anderson, Alexr.	2	Glasgow
Mitchell, Wm.	2	Glasgow
Bolton, Jno.	2	Glasgow
Macdonald, Wm. J.	1	Glasgow
Milne, Jno.	1	Glasgow
Irving, Peter	1	Glasgow
Flower, Chas. A.	1	Glasgow
Wilson, Robt.	1	Glasgow
Williams, W.	2	Cardiff
Sargeaunt, Jno. B.	2	Cardiff
Jones, Herbert E.	2	Cardiff
Pugh, Hugh	1	Cardiff
Saunders, Wm.	1	Cardiff
Barrett, Wm.	1	Cardiff
Bate, Wm. T.	1	Cardiff
Peace, Wm. Jno.	1	Cardiff
Morgan, R. F.	1	Cardiff
Paterson, Edwin	2	Greenock
Tait, Thos.	2	Greenock
Glanston, Jas.	1	Greenock
Mitchell, Alexr.	1	Greenock

## SHIPS SPOKEN.

Abyssinian (British barque), New York to Padang, May 10, 3 S, 34 W, by the Nasmyth s, at New York.		Ecclefechan, Daw, London to San Francisco, April 24, 8 S, 23 W.		Queen (barque), of Sunderland, bound WSW, June 2, 49 N, 7 W, by the Burnley s, at Gravesend.
Ada Brown, bound east, June 4, 41 N, 39 W, reported by telegram from Liverpool.		Elvira s, outward-bound, June 2, 49 N, 7 W, by the Burnley s, at Gravesend.		Queen of England (British ship), Liverpool to Calcutta, all well, May 25, 15 N, 26 W, by the Cairndhu s, at Bilbao.
Ascalon (barque), from London, steering south, May 1, 7 N, 27 W, by the Serapis, in the river.		Falls of Dee, Glasgow to Sydney, April 18, 26 S, 25 W, by the Argomene, at Queenstown.		Rotterdam s, Rotterdam to New York, June 2, 12 miles west of Scilly, by the Obdam s, at Rotterdam.
Alumbagh (barque), steering west, May 27, 48 N, 23 W, by the Valona, at Liverpool.		Fawn, for Almeria, June 2, 41 N, reported by telegraph from Liverpool.		River Indus (barque), of Liverpool, steering south, May 28, 37, long. 37, reported from New York.
Arthurstone (?), of Dundee (barque), June 2, 50 N, 10 W by a vessel at St. Mawes.		Gladstone, for Quebec, June 1, 43 N, 40 W, reported from Liverpool.		Rosalind (barque), of Grimsby, bound WSW, all well, June 2, 49 N, 7 W, by the Burnley s, at Gravesend.
Amanda (ship), of Glasgow, steering WSW, May 26, 49 N, 14 W, by the Holland s, at London.		Ganymede (British barque), Timaru to London, May 17, lat. 37, long. 37, reported from New York.		River Indus, for Brisbane, May 29, 31 N, 19 W, reported from Liverpool.
Annie Cathrine, of Fano, 55 N, by the Kong Magnus s, Blichfeldt, at Hamburg.		Glengaber (barque), Newcastle to Valparaiso, April 12, 18 S, 33 W, by H.M.S. Lizard, at Sydney.		One of Alfred Holt's steamers, standing NE, June 8, 3 a.m., a little to southward of Scilly.
Ailsa (British barque), Pensacola to Ayr, May 26, lat. 42, long. 56.		Glengarry, (British barque), Brunswick to Buenos Ayres, May 18, lat. 32, long. 77.		A British ship, Ganjam to Liverpool, May 11, 35 S, 22 E, by the Swedish barque Hedwig, at Algoa Bay.
An English ship, Bantry Bay to Iquique, May 26, 26 N, 21 W, by the Uruguay s, at Hamburg.		G. M. Carins, Shields to Quebec, May 25, 48 N, 62 W, by the Montreal s, at Liverpool.		An Inman Line steamer, June 3, 43 N, 54 W, by Fulda s, at Southampton.
Annandale s, bound south, May 23, 9 N, 28 W; by the Cairndhu s, at Bilbao.		Gna (barque), of Arendal, bound south, May 18, 10 S, 33 W, by the Cairndhu s, at Bilbao.		A Red Star steamer, bound east, May 27, lat. 46, long. 42, by the Adriatic s, at New York.
The Bruce (barque), of London, steering south, May 28, 23 N, 20 W, by the Bahia s, at Lisbon.		Hecla (American ship), Havre to Baltimore, June 4, 51 N, 13 W, by the Forest Rights, Murphy, from Pensacola, at Fleetwood.		A Cunard steamer, bound east, May 27, lat. 43, long. 60.
Bandeth (British), bound south, May 10, 20 S, 38 W, by the Belgrano s, at Dunkirk.		Innerwick, for Montevideo, May 28, 27 N, 22 W, reported from Liverpool.		An Anchor Line steamer, bound east, May 28, lat. 41, long. 56.
English barque, steering north (no date or position mentioned), by a steamer at St. Vincent (CV), from Santos.		Isaac Jackson, May 5, 12 S, 35 W, by the Brazil s, at St. Vincent (CV).		A Netherland steamer, bound East, May 28, lat. 41, long. 59.
English barque, steering south, April 15, 12 N, 29 W, by the Dupuy de Lome s, at St. Vincent (CV).		Isla (steam tug), of Glasgow, bound south, May 29, 31 N, 15 W, by the Ohio s, at Lisbon.		A State Line steamer, bound east, May 31, 153 miles east of Sandy Hook—last three by the City of Berlin, at New York.
English barque (?), steering south, May 23, 25 N, 20 W, by the Menes s, Behrmann, at Hamburg.		Imberhorne, May 25, off Terceira, by the Celtic Chief, at Falmouth.		An Anchor Line steamer, steering west, June 1, 42 N, 39 W.
Barcore (British ship), steering west, May 15, 35 S, 22 E.		Iceberg (American ship), San Francisco to New York, March 5, 34 S, 127 W, by the Argomene, at Queenstown.		A Netherland Line steamer, steering west, June 2, 43 N, 37 W—both by the Hammonia s, at Southampton.
Betrees (barque), of Greenock, bound south, May 23, 7 N, 28 W, by the Cairndhu s, at Bilbao.		Jane Sprott (barque), bound SW, June 5, 72 miles SE by E off Kinsale Head, by the Lady Ambrosine s, at Swansea.		Scottish Wizard, for Brisbane, May 31, 31 N, 21 W, reported from Liverpool.
British barque, steering south, May 12, 15 S, 36 W, by the Myteline, in the river Thames.		Julie (British), bound south, May 10, 28 S, 47 W, by the Belgrano s, at Dunkirk.		Schiller (barque), of Bremen, steering south, May 2, 22 N, 22 W, by the Paraguay, at Havre.
Bertie Biglow (barque), bound west, May 26, 48 N, 25 W, by the Sparkling Glance, in the river.		Konoma (British barque), St. John (N.B.), to the Mersey, May 30, lat. 42, long. 61, by the Island s, at New York.		Silvercraig (British), London to Melbourne 32 days, all well, May 15, 14 S, 36 W.
Berar (barquentine), of London, steering WSW, all well, June 4, 49 N, 12 W, by the Port Sonachan, at Queenstown.		Kong Carl, Sharpness to Miramichi, May 30, 46 N, 33 W, by the Counsellor s, at Liverpool.		Saales, Southampton to New York, June 7, 50 N, 14 W, by the Fulda s, at Southampton.
Baron Blantyre, for Singapore, May 31, 45 N, 9 W, reported from Liverpool.		Linda Park, London for Paysandu, all well, April 28, on the Line, 29 W, by the Larnaca, at Falmouth.		Thomasina M'Lellan (ship), June 7, 51 N, 16 W, reported from Liverpool.
Birman (barque), bound north, all well, May 8, lat 11 S, long 35 W, by the Donati s, at New York.		Lugar, steering west, June 3, 55 N, 8 W—by the Montreal s, at Liverpool.		Thornliebank (British), bound south, all well, May 17, 5 S, 33 W—by the Belgrano s, at Dunkirk.
Camana (barque), from Liverpool, bound SSW, June 3, 28 N, 20 W, by the Atrato s, at Southampton.		Loch Lomond, for Melbourne, May 23, 36 N, 15 W, reported by telegraph from Liverpool.		Trinidad (barque), March 28, 56 S, 77 W, by the Larnaca, at Falmouth.
Centurion (British ship), London to Algoa Bay, all well, May 23, 14 N, 26 W, by the Ohio s, at Lisbon.		Levi G. Burgess (American ship), steering south, April 1, 11 S, 34 W, by the Giava s, at St. Vincent (CV).		Trafalgar (British ship), steering SW, June 7, 47 N, 13 W, by the Moselle s, at Plymouth.
County of Selkirk (British four-masted ship), Dundee to Calcutta, all well, April 29, 1 N, 27 W, by the Port Sonachan, at Queenstown.		Lansdowne (English ship), steering east, April 18, 33 N, 6 W, by the Saxonia s, Magin, at Hamburg.		Utopia s, New York to Avonmouth, May 25, 42 N, 59 W, by the Exeter City s, at New York.
Celtic Monarch (ship), Liverpool to Melbourne, May 26, 23 N, 22 W.		Lydia Cardell (brigantine), bound SSW, May 30, 26 W, by the Atrato s, at Southampton.		Villata, of Liverpool, May 5, 10 S, 32 W, by the Kosack, Nyroos, at Barbadoes.
Cape of Good Hope, for New York, June 4, 50 N, 22 W; last two reported from Liverpool.		Leyland Brothers (English ship), steering south, May 16, 11 N, 27 W.		Vald of Doon (barque), of Liverpool, Conception to Cork, all well, May 21, on the line, 29 W, by the Cairndhu s, at Bilbao.
City of Sparta, for Montevideo, May 27, 25 N, 25 W.		Lake Patos (three-masted schooner), Galipoli to Goole, lat. 49, long. 6, by the Caerleon s, at Newport.		Wasdale, of Liverpool, May 26, 16 N, 28 W, by the Congo s, at St. Vincent (CV).
Duntrune (ship), of Liverpool, steering west, May 15, 35 S, 22 E—last two by the Warwick Castle s, at Algoa Bay.		Minero (barque), of London, bound south, all well, May 25, 15 N, 26 W, by the Cairndhu s, at Bilbao.		Warrior (British), steering south, all well, May 14, 17 S, 37 W, by the Belgrano s, at Dunkirk.
Devra, of Liverpool, June 3, 49 N, 6 W, by the Laranca, at Falmouth.		Mid-Lothian (ship), of Glasgow, steering SW, May 26, 37 N, 15 W—by the Seton s, at Hamburg.		Wilhelmina Cornelia, Wibenga, Cardiff to Java, June 2, 49 N, 9 W, by the Hainaut s, Vries, at Antwerp.
Ella Nicolai, for Cardiff, April 1, 8 N, 28 W, reported from Liverpool.		Maire Bhan, Melbourne to London, May 11, 27 N, 42 W, by the Argomene, at Queenstown.		William H. Macy, for New York, June 7, 51 N, 21 W, reported by telegram from Liverpool.
Emlyn, Swansea to Paysandu, April 28, 7 N, 28 W (not Emlyn as before reported), by the Gulf of St. Vincent s, at Liverpool.		Myrtle Branch (barque), from Sunderland, bound SSW, June 3, 28 N, 20 W, by the Atrato s, at Southampton.		Zimi, for Monte Video, June 1, 33 N, 20 W, reported from Liverpool.
Edith (barque), of Nova Scotia, steering westerly, May 25, 48 N, 21 W, by the Holland s, at London.		Martha Edmunds (brig), of Fowey, June 3, 49 N, 6 W, by the Larnaca, at Falmouth.		

PASSENGER SHIPS.—When the passengers of a "passenger ship" are taken off it or are picked up at sea from a boat, raft, or in any other way, the expenses thereby incurred may be defrayed by the Home Secretary if the place to which they are conveyed is in the United Kingdom. If the place is in a colony this may be done by the Governor, and if in a foreign country by her Majesty's Consular officer. Moreover, if a ship's passenger finds himself, without any neglect or default of his own, in any colonial or foreign place other than that for which his ship was originally bound, the Governor or the Consular officer may forward him to his intended destination, should the master of the ship fail to do so. However, the ships to which these enactments in the Passenger Acts apply are restricted in number. For instance, in order to come within these Acts the ship must be carrying more than 50 passengers, or a greater number than is proportionate to one passenger to 33 tons for a sailing vessel, or one to 20 tons for a steamer. Again, if the ship be proceeding on a voyage from the United Kingdom it must be going to some place out of Europe not being within the Mediterranean Sea; and if the voyage be from a colony it must be a long one. A very comprehensive signification is, however, now proposed to be given to the term "passenger ship" for the purpose of these enactments. A Bill introduced by Lord Knutsford would make it include every description of sea-going vessel carrying one or more passengers on any voyage from any place in her Majesty's dominions to any place whatever.

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MAURICE E. DARBY, Secretary.  
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SATURDAY, JUNE 15, 1889.

THE strike of seafaring men daily—nay, almost hourly—grows more and more serious and assumes greater proportions. Dock labourers, many of whom have themselves been seafaring men, are, together with stevedores and others, making common cause with the sailors and firemen. In Liverpool, Glasgow, Leith, Aberdeen, and several other ports the shipping trade has been more or less paralysed by the unreasoning greed of the shipowners, who in most cases are only able to get their vessels away by surreptitiously smuggling on board foreigners who hardly understand a word of English, and all sorts of incompetent landsmen who have never been at sea before, to the manifest danger of passengers and cargoes. And it is only by the aid of crimps, kidnapping, deliberate falsehoods and shamefully false pretences that in many cases even such crews as these have been got together. That the Board of Trade should permit such nefarious practices as these is simply infamous, but until a large passenger vessel is lost through having an incompetent crew, and takes to the bottom of the sea with her a few rich men, the Board of Trade will not move in the matter, unless it be forced to do so by

public and widespread indignation. Signs are not wanting that an outburst of such indignation cannot be far off. One of the most popular of the London newspapers is beginning to take up the subject, and truly remarks: "Out of the large number of vessels lost yearly at sea, a great proportion is due to the inefficiency of crews who are made up of the cheap riff-raff of every country under the sun, and who take the bread out of the mouth of the able-bodied British sailor. Cheap labour may have some advantages, but when the lives of hundreds of thousands of sea voyagers are at stake it may be purchased too dearly." Another sign of the times is that the week has been marked by the appearance of a member of Parliament on a public platform, side by side with some of the leaders of the Union, to plead the cause of seafaring men, and condemn the action of the Board of Trade. Questions on the subject may therefore shortly be expected in the House of Commons, and it is even possible that the Government may take some action in the matter. The President of the Board of Trade, Sir Michael Hicks-Beach, at his last interview with a deputation from the Sailors' and Firemen's Union, shewed himself a courteous and well-meaning gentleman, capable of sympathising as far as a rich landsman can with the wrongs of seafaring men. But he also shewed that he knew very little about the subject—so little that he did not even understand what a sailor's discharge was, and had never seen such a curiosity before. This only shews how necessary it is that, if to the Board of Trade shipping matters must be entrusted, there ought to be a marine department of that office with a practical seafaring man at the head of it, having a staff of practical seafaring men to help him. The merchant shipping of this country, which is the greatest of all its industries, ought not only to have a department to itself in the Government of these islands, but the head of that department should have a seat in the Cabinet as well as in the House of Commons. The First Lord of the Admiralty is usually a Cabinet Minister, and always a member of one House or the other of Parliament. But the navy, which he is supposed to represent, is only of importance to the country in time of war, while the merchant shipping is the very life blood of the whole population in times of peace as well as of war, and peace is happily of much longer duration than war in these days. From the way in which these matters are arranged a man might fancy that our merchant shipping existed to create wealth to keep up the navy. It is the old delusion, that rulers and protectors do not exist to rule and protect the people, but that the people exist to supply the money to rulers and protectors. As a matter of fact, the navy is paid for more to protect British merchant shipping—which means the food supply of the country—than anything else; otherwise the millions that the navy costs would be obtained with more difficulty than at present. Yet the navy not only has its representatives in Parliament, and a department in the Civil Service to itself, but the head of that department has a seat in the Cabinet; while the merchant service has none of these things. Not the least salutary effect of the existing strike will be to bring home to the people of these islands the value and importance of our merchant shipping. Already many of them are put to no small inconvenience by even the partial paralysis

of trade that has been effected, and the strike has only to last a week or two longer to bring the country to its senses, and raise such an outcry that the wrongs of seafaring men—grievous and many as they are—will be redressed. Every day that passes brings with it fresh evidence that our fellow-toilers on shore are with us, and that we shall not lack funds to continue the fight. So far Union men have behaved in a manner worthy of British seamen, displaying not merely determination and courage, but splendid patience in the face of sore provocation. That the authorities and the shipowners would be only too glad to goad us into acts of violence in order to get an excuse for shooting us down, many of us believe. Let us take care that they still get no such excuse, and resolutely close our ears to persons who advocate violence. To preach violence to excited men is most wicked and foolish, especially when the preachers have not led the way and got themselves bludgeoned first. Depend upon it the men who will most readily suffer themselves are the men who have the cause so much at heart that they object to seeing it stained by ruffianism. It remains to add that in the present condition of merchant seamen there is a grave national danger that has not yet been recognised. One of the noblest, and one of the shrewdest men in the Union has written us to the effect that the Naval Reserve will soon be lost to the country if British seamen continue to be exterminated as they are being by the greed of shipowners who employ foreigners, and the Board of Trade which permits all manner of wrongs to be inflicted on seafaring men. Without the Naval Reserve the navy, however well supplied with ships and guns, would be crippled, and without a strong navy British commerce would be at the mercy of the enemy. Shipowners, shippers, and indeed all interested in commerce—as who is not in this commercial country?—would do well to pause and consider whether, even in their own interests the obstinate, shipowners are not pursuing a most suicidal course of action. Some shipowners pretend that they do not so much object to giving the Union rate of wages as to being dictated to by the Union, and that the Union wants a great deal more than a mere increase of pay for the men. The Union certainly does. It will be satisfied with nothing short of justice, which means a good many reforms, and the sooner the Union wins the sooner the agitation will end. For it must be distinctly understood that the leaders of the Union are not professional agitators. They are earnest, courageous men, who know what seamen want, and mean to have. It has taken many a long year of bitter and burning wrongs to arouse the seafaring class from the apathy of despair, but now that class is aroused it must have justice ere the country rests again.

The steamer *Deerhill* arrived in Dartmouth Harbour last Tuesday morning, homeward-bound from the Black Sea, with the body of the chief engineer, George Symms, of Hartlepool, a man 40 years of age, who shot himself on the previous day when the vessel was in mid-channel. The engine-room steward at 1 o'clock heard a report, and rushing to the chief engineer's berth, found Symms lying on his back dead, with a wound in his right temple. A six-chambered revolver, with five chambers still loaded, was lying on the ground. A letter from Symms to his wife was found in his berth. The *Deerhill* belongs to the same line as the *Haygreen*, whose chief engineer shot himself on April 30 while entering Dartmouth Harbour.

## NAUTICAL NEWS.

THE steamer *Lady Ambrosine*, of Glasgow, is to proceed to Aboukir Bay for salvage operations in recovering property on board *L'Orient* and other French ships sunk at the battle of the Nile.

A PARCEL of papers, consisting of bank receipts, &c., belonging to Madame C. Desainte, 106, Rue des Deux Eglises, Brussels, was picked up on Wells Beach, June 11, and handed to the Receiver of Wrecks.

CAPE TOWN advices state that the steam tug *Midge* has been launched. The vessel was brought out in three sections, and has been put together at the place from which she was launched.

REPORTS from the Kentish coast shew that Monday's storm caused immense damage to fishing smacks at Whitstable and Herne Bay. Scores of boats at each place foundered, and some of them have been recovered only with difficulty.

THE *Yorktown*, which arrived May 24 at San Francisco, from New York, reports:—"Passed the Straits of Le Maire March 17; in Thetis Bay, near the Straits of Le Maire, saw an iron ship ashore stern first, mizenmast gone, but fore and main looked all right; ran close in, but saw no signs of life."

THE Board of Trade have awarded their bronze medal for gallantry in saving life at sea to Mr. Alexander Wares, a member of the Wick Volunteer Life Saving Company, for his gallant and praiseworthy services at the wreck of the Norwegian brig *Helwick*, in Sinclair Bay, on May 10th, 1889.

A DRY dock, of enormous proportions, is at present being made in this country for Zarate, near Buenos Ayres. It is designed for the purpose of dry-docking and floating vessels of 5,000 tons, and is to be constructed in such a way that it may afterwards be readily adapted, if necessary, to accommodate craft of twice that weight.

Two men named Garwood and Burwood, mate and third hand of the Lowestoft smack *Londesborough*, have been sentenced to four months' and three months' hard labour respectively at Lowestoft for drunkenness on the high seas, and for wilfully neglecting to take the necessary means to save the life of the fourth hand, who had jumped overboard.

THE licences issued to American fishermen by the Canadian Government, which permit the entry of their vessels into the ports of the Dominion for other than the four purposes stipulated in the treaty of 1818, have been largely availed of this year. So far the amount of the fees collected is 6,000 dol., which is more than double the total for last year. At 1 dol. 50c. per ton the money named represents 4,000 tons, and it must be remembered that the Canadian returns do not include the licences issued in Newfoundland.

THE steamer *Suppich*, of London, arrived at Granton on Tuesday from Pensacola with a cargo of timber. Captain Gillon reports having encountered very tempestuous weather in the Atlantic. On the 28th ult., in lat. 39° 42' N., and long. 54° 5' W., a derelict barque of about 600 tons was passed. The fore and mizenmasts of the vessel were standing, but the mainmast was gone. The hull, which was painted black, was very low in the water, so that the name could not be made out. The derelict had a long forecastle and a poop cabin on deck.

AT the Gravesend Petty Sessions on June 12th, Benjamin Boggins was summoned for navigating the barge *Sarah* in the Thames without being duly licensed. Mr. H. C. Simmonds, Watermen and Lightermen's Company inspector at Gravesend, said that on Friday he saw defendant navigating the barge. He had no licence and no other man on board. He had taken three freights to the Gravesend and Higham Canal. Complaints had been made to witness as to defendant navigating the barge without holding a licence from the company. Fined 21s. and 11s. costs.

HER MAJESTY'S ship *Vulcan* was successfully launched at Portsmouth on June 13, and christened by Mrs. Gordon, wife of the Admiral Superintendent of the dockyard. The vessel is the only one of the type yet built, is known as a turnscrew steel torpedo ship, and, although not the heaviest in tonnage, is the largest vessel ever launched from a Government dockyard. She is intended to accompany a fleet to sea, and to carry a large equipment of torpedo boats and their gear, mining and counter-mining stores, &c., and to form a floating workshop for the necessary repairs. The principal dimensions of the *Vulcan* are 350 feet between perpendiculars, and 58 feet extreme breadth, while the load draft of water will be 22 feet forward and 24 feet aft, and her displacement when fully equipped for sea about 6,620 tons. The coal supply is 1,000 tons.

## THE STRIKE.

## Mr. Wilson in Liverpool.

## Great Excitement.

## Glorious Victories.

## Clyde Shipping Paralysed.

## Splendid Demonstrations.

London as usual lags behind in the great struggle, lacking the vigour of the North to push forward, and little short of Mr. Wilson's presence and a great demonstration in Hyde Park at which seafaring men meet in their tens of thousands, supported by all the other victims of oppression in the place—whose name is legion—will arouse the torpid and sordid Metropolis from its seeming indifference to the great struggle. There are nevertheless signs of improvement. The sale and influence of *SEAFARING* steadily increases week by week, in spite of the fact that there are here two or three traitors to the cause who are doing their best to injure the Union and *SEAFARING*. On the other hand, a gentleman of distinction, whose son had been slaughtered by shipowners, called at the office of *SEAFARING*, and offered any money that might be needed to help the paper in its crusade against wrong, which he heartily blessed. For this we are much obliged to him. The time has been in the course of its history when *SEAFARING* has needed money, but that time is past, and there are now plenty of people ready to find any amount of funds since they see how seafaring men are supporting the paper. Other signs of the progress of *SEAFARING* are to be found in the fact that at smoking concerts and other gatherings recitations from *SEAFARING* are becoming favourites, while some of the editor's writings are quoted in at least one widely-circulated paper with those of Carlyle, Burns, Shelley, Mrs. Browning, and other classics, which is truly a great honour and is most gratifying, as such quotations advertise the paper and so help to make it known to many people who may thus learn the sufferings of seafaring men and extend sympathy to them. In no part of Great Britain or Ireland is the Press so hostile or indifferent to our cause as in London. One or two papers here that profess to be on our side attack us for not having *SEAFARING* printed at another establishment knowing perfectly well that without breach of contract we cannot at present move. But *Reynolds's Newspaper* is a happy exception to all we have had to say about the London papers generally. Instead of railing at *SEAFARING*, that bold advocate of the rights of the people studies *SEAFARING*, and from our pages learns of seamen's wrongs, and nobly exposes them to its hundreds of thousands of readers. For instance, here are a couple of extracts from *Reynolds's Weekly Newspaper*:

"The Bishop of London is also

## BISHOP OF THE 'HIGH SEAS.'

What portion of Dr. Temple's salary of £10,000 represents the duties which he is supposed to discharge in connection with the seafaring class? Whatever that sum may be, by that proportion the salary ought to be docked, as the Bishop of London contemptuously ignores the interests of the marine population. He has given them no word of encouragement in their struggles with the shipowners; his sympathies, indeed, are actively with the classes and actively hostile to the masses. The Sailors' and Firemen's Union will not be slow to recognise the fact that the so-called Church of England—which, from the source whence its clergy are drawn, might be supposed to have considerable influence with the capitalists—in their case, as in the case of all labour disputes, selfishly holds aloof, permitting capital to rob and harass labour. It is time that the subsidy of £10,000,000 paid yearly to this aristocratic organisation should revert to the nation." Just so. If the nation is to subsidise persons at all, let it sack the overpaid bishops, who are the friends of rich men, and give more pay to the persons who sympathise with the toilers. After the recent revelations in *SEAFARING* as to

## BRITISH CONSULS

and their "justice," the following extract from *Reynolds's Newspaper* will be read with much interest:—"The question of our Consular service, its abuses and privileges, must be brought under the notice of Parliament. The British Consuls at

foreign ports are the authorities for settling disputes between the seamen and the agents of the shipowner; that is to say, the ship's officers. I hear some extraordinary stories as to the way justice is administered in these courts. Generally speaking, the trial is conducted secretly by the Consul and the master of the ship, without the evidence of the men being taken. If the men complain, the Consul sends the police on board. The men assert that the Consuls are bribed by the shipowners and masters; and, indeed, seeing the manner in which our Consuls are appointed—they belong to the only branch of our public service where there is no competitive examination, and purefavouritism reigns—this is by no means improbable. If the men's grievances were formulated, and cases of injustice and oppression noted, there is no doubt that Mr. C. Graham, M.P., or Mr. Conybeare, M.P.—those active friends of the people—would present the case and ask questions in the House of Commons." Perhaps they would. But while there are no seafaring men in the House of Commons little good can be expected of it. "But

#### THE STRIKE,

the strike," some readers may say, "what has all this to do with the strike?" Not, perhaps, very much directly, but a great deal indirectly, for some day the seed thus sown into the minds of many thousands will bear fruit in noble action on the side of the Union. Meanwhile the Union is getting the Union wages for the men even here in sordid and apathetic London. For instance, in one day at the Green's Home branch of the Union 13 out of 15 steamers requiring crews had to concede the Union rate of wages and to ship Union men. In

#### LIVERPOOL

the week has witnessed a marked change for the better. Mr. Wilson, the general secretary, accompanied by Mr. Cowie, editor of SEAFARING, and Mr. George Cowie, of South Shields, on Tuesday morning held an open-air meeting of seafaring men outside the Sailors' Home in Liverpool, and soon kindled their enthusiasm.

Mr. Wilson said that they had met for a good, useful kind of morning service as he might call it, and meetings would be held hourly in different parts of Liverpool during that day. The shipowners had been boasting that the strike was over in Liverpool. As a matter of fact, it was only about to begin, and before it was over the owners would have a very different tale to tell, for the Union meant to win—(cheers)—and win it would if the Liverpool men remained determined to win. At 20 ports the Union rate of wages had already been conceded—(cheers)—and in Liverpool it would be conceded if the men stood true to the Union. (Cheers.) He strongly urged that no men sign articles till the whole of the ships wanting crews conceded the Union wages. (Applause.) He counselled them to use no violence and engage in no rows, but simply stand true to the Union, and soon the proud shipowners of Liverpool who grudged a fair day's pay for a fair day's work would have

#### SUCH A DEFEAT

as they had never got before. (Applause.) He called on

Mr. A. Cowie, editor of their noble paper SEAFARING—(cheers)—to make a few remarks. Mr. Cowie said he had come all the way from London to give what help he could in the brief time at his disposal, for he felt that much depended upon the fight in Liverpool. Other ports were watching the fight in Liverpool carefully, and he trusted that the Liverpool men would rise to the occasion and shew what they and the Union could do. He had himself been a seafaring man, as many of them were aware. He had known what it was to reef and furl frozen sails off Cape Horn, to stew in the stoke-hole of a steamer on the Line. He had served before the mast and abeam the mast, as seaman as well as officer, and it was because he had shared in the sufferings of seafaring men that he had long ago resolved to struggle for the redress of their wrongs. The time at last had come when they might expect redress through the efforts of their powerful Union, which he urged them to stand by, adding they had all suffered starvation and faced death many times for the shipowners' sake, and surely they might face as much for the sake of their own wives and children. But it would not come to a case of starvation if they stuck together, as the owners would have to yield. (Cheers.)

Mr. Wilson then called on the men to go to the Trades Hall, Duke-street, on his way to which he was stopped by a boarding-house keeper who asked him to meet a number of boarding-house

keepers who desired to cease their hostility to the Union and work with it. Mr. Wilson consented to meet them, and accompanied by the editor of SEAFARING he proceeded to the Trades Hall, in Duke-street, followed by a crowd of seamen. The Trades Hall was soon well filled by an

#### ENTHUSIASTIC AUDIENCE,

which was addressed by Mr. Wilson and Mr. A. Cowie. The proceedings were interrupted by the arrival of one of the managers of the Inman and International Company, who came to offer the Union wages of £5 for a crew of Union men for the splendid Atlantic liner the *City of New York*, a magnificent vessel capable of carrying over 1,000 passengers, whose lives would, of course, be gravely endangered by engaging seasick ploughmen, crossing sweepers, and other incompetent landsmen. But the Union men were determined not to sign in any ship, even if she gave the full Union wages, unless the whole of the Liverpool companies would pay Union wages and employ none but Union men, and Mr. Wilson said so. Since the arrival of the general secretary in Liverpool, and the meetings above referred to, an extraordinary impetus had been given to the movement, and the men—previously somewhat discouraged—are again rallying round their leader, and shewing renewed determination to go on with the struggle for a more remunerative scale of pay. Mr. Wilson has been displaying much energy in directing the course of events. New orders have been issued to the Union men now, forbidding them to sign on any vessel even at Union rates until the whole of the Liverpool companies are prepared to pay the demanded advance. To this order the men agreed with alacrity, and some of the companies are now ready to concede the wages. The strike in Liverpool may be said to have begun in earnest on Tuesday, during the whole of which day

#### GREAT EXCITEMENT

was manifested amongst the Union men, and meetings, at which the various secretaries and other officials of the Union urged on the men to stand firm, were repeatedly held at convenient places along the line of docks, Mr. Gardner, of the Cardiff branch, and Mr. George Cowie, of South Shields, and other devoted Unionists, ably supporting Mr. Wilson and the local officials.

In the evening a public meeting was held at the Palatine Hall, Bootle. Mr. O'Hare presided, and there was a large attendance. The Chairman said they had met with the object of considering the position as they stood at present. They expected the strike to terminate in a few days, and he urged the men to keep from the docks and the ships until such time as they got the final orders from the committee.

Mr. Stuart (secretary of the Bootle branch) contended that the rates they demanded were only reasonable. He had calculated that men lost some 86 days in the year on the Atlantic liners during the intervals of sailing, and therefore the men did not actually receive more than an average of

#### 14s. A WEEK

for the support of their wives and children.

Mr. Wilson said they had been told that the strike was at an end. If the strike was at an end, if the men were defeated, he took it for granted they would not be there that night. More than that, the Inman and International Company had come to their office, not once, but four or five times that morning, and asked for men, not at the old rate, but at £5 for firemen and £5 for seamen. Was it not evident to anybody with a grain of sense that if the men had been defeated they would have grasped at the opportunity to ship at those rates? But what were the facts of the case? They would not accept the offer unless the company were prepared to enter into an agreement that not only would the £5 be paid in the *City of New York* but would also be paid in every boat of the company. (Applause.) He contended that if they had been defeated they would have accepted those terms. Liverpool shipowners might boast and brag, but he might tell them that the strike in Liverpool only commenced from that night. (Applause.) Up to the present time they had been taking it easily, now they were commencing in right earnest.

#### PASSENGERS ENDANGERED.

He felt confident that if passengers realised the position they would be in the event of a collision, they would prefer those lines which employed the *bona fide* British sailors and firemen and not scabs. There would be no surrender on the part of the men of this port. And why should they not stand firm? Were they not asking for a just and reasonable rate of wages? Mr. Burns,

of the Cunard Line, had stated that his company did not object to pay the money, but that if the shipowners gave in to the Union discipline would be at an end. Now, he would never advocate that they should take an unjust advantage of their employers, but he should take care that the men should have a fair share, and the

#### MEASURE OF JUSTICE

that they deserved. (Applause.) He urged upon every man to stand true to the principle of trades unionism, for this was the time that would settle for once and for all whether the firemen and sailors should have a Union.

Mr. Gardner (secretary of the Union at Cardiff) said there were many questions beside the one of wages which required a settlement, and the next question would be a reform of those laws under which the seamen of this country laboured.

Mr. Kennedy (secretary of the National Amalgamated Dock Labourers' Union) strongly advised the men to stand together, for if they were defeated this time it would put back their cause for generations. He might tell them that they had 2,500 dock labourers helping to fight their battle in Glasgow, and they would win it. (Applause.)

A crowded meeting of the Sailors' and Firemen's Union was also held at the Trades' Hall, Duke-street. Mr. Wilson and other speakers addressed the meeting in similar terms.

Early on Wednesday morning the men gathered at the various branches of the Union in great numbers, and at noon two processions were formed, one at the Duke-street branch and the other at Bootle, and marched along the line of docks and met together midway between Liverpool and Bootle. When here they formed into one large procession, fully 7,000 strong, and after an open-air meeting, which was addressed by the general secretary and others, the men marched along the line of docks towards Liverpool. They were greeted with many expressions of sympathy. With the crowds of people who followed in the wake of the procession and the numerous banners and flags, quite an imposing appearance was presented. As on former occasions, a band headed the procession. On passing the offices of the Inman Company, which has conceded the Union rates, the men cheered, but hooted the Cunard Company on passing the latter. As the procession passed Denison-street, which is the slave market of Liverpool, where the scabs are stored and bought and sold, the men seemed for a moment inclined to visit and demolish these dens, but the authorities had evidently expected an outbreak, for a line of constables was drawn across this thoroughfare. The leaders had some conversation with the police, the men meanwhile shouting "Break through." This, however, was rendered unnecessary as the police gave way, and the procession marched through the street, the men forming it offering

#### NO VIOLENCE

whatever—a fact that reflects the highest credit upon them for their self-control, and on their leaders for impressing them with the necessity of orderly conduct. Subsequently the procession wended its way to Liverpool, and a meeting was held in front of St. George's Hall. Addressees were here given by several of the leaders, one of whom characterised the movement as the greatest labour struggle of modern days. They had a powerful Union, and if they relied upon it and upon their officials they might depend on achieving the victory. He trusted it would not be long before there was proper legislation to support their interests, as the public were almost unanimously in their favour. (Applause.) Another speaker felt confident that they were on the threshold of success, and would not be driven back. He wanted to know if they were going to allow those bloated aristocrats of shipowners to lean back in their chairs on a stormy night saying, "I wonder how my ship is getting on?" without bestowing a single thought on the men who manned it or on the wives and families of those men. The meeting concluded with the whole body of the men present raising their hands as a token that they pledged themselves to stand firm to the resolution of the Executive Committee not to sign on during the present week on any consideration whatsoever. Subsequently the procession continued its march to Duke-street, where it broke up. At the headquarters of the Union in Duke-street a crowded meeting was held. Mr. Wilson read a letter from the Officers' Union, in which it was stated that

#### 500 OFFICERS

had unanimously pledged themselves to refuse to sail on board any ship where incompetent crews were engaged, and on the contents of this communication being made known, the men present

gave vent to their satisfaction with great applause, as they consider this will materially help their cause on towards success.

On Wednesday evening, a public meeting of the sailors and firemen connected with the Union took place in the Rotunda Lecture Hall, William Brown-street. The chair was taken by the general secretary, Mr. J. H. Wilson, and there was a large attendance of men, which increased during the course of the evening. The Chairman said that he was not surprised they had not a larger meeting, because the long and fatiguing walk the men had had that morning to and from Bootle had naturally kept many away. The meeting was then addressed by Mr. Reid, of Hull, who said that it was their duty to shew the shipowners, especially the Cunard Line, that they would not brook their dictation. (Cheers.) He moved the following resolution:—"That this meeting of sailors and firemen pledges itself to uphold the manifesto of the Executive Council of the Union, and that it

#### REFUSES TO SIGN

in any vessel until the shipowners should concede the Union demands."—This was seconded by Mr. Cowie (Shields), and supported by Mr. Gardner (Cardiff), Mr. O'Hare (chairman of the Bootle branch of the Union), and other speakers, and carried unanimously.

The baserowners have lately resorted to the mean and dishonourable system of placarding the walls with unfounded statements against the credit of the Union. They are also in the habit of sending statements and bogus telegrams to the newspaper offices announcing "the collapse of the strike," and other reports prejudicial to the success of the Union, and these, as a rule, obtain a ready insertion in at least two Liverpool papers—the *Courier* and its satellite the *Evening Express*. In view of this action on the part of the owners, Mr. Wilson has caused placards to be posted up, and handbills to be circulated in thousands on which the true position of affairs is stated, and the men are warned not to put any credence in the opposition bills. This mural warfare is exciting an immense amount of attention, and the public eagerly read the placards of the Union and the contents bills of *SEAFARING* of last week, the bills warning passengers not to proceed by ships carrying incompetent men, and, there is little doubt, they are influenced by them considerably. Several Atlantic liners are unable now to obtain crews at any price, and their sailing has in consequence been delayed. Although the *City of New York* conceded the Union wages and some men were obtained for her, they came ashore when they heard that Union men were not to sail till all the Liverpool ships gave in.

On Wednesday, at the City Police-court, Mr. Layton applied, on behalf of the Cork Steamship Company, for summonses against 11 sailors and firemen for having refused to do their duty on board the steamer *Shieldrake*. He stated that the men, having signed articles, worked till noon on Tuesday, and then told the captain that they would not go on with their work unless their wages were raised. The men repeated this statement to the overseer. They were then sent ashore, and other men had to be shipped in their place, one tide being lost. Mr. Raffles granted the summonses.

The Cork Steamship Company, in consequence of the attitude of the Union, have decided to further reduce their sailings by the withdrawal of the steamer *Iota*, advertised to leave Liverpool for Antwerp on the 18th instant, and to lay up the vessel.

The crew who were to ship on board the Pacific Company's steamer *John Elder*, lying at Birkenhead, refused to sign articles, and the ship is said to have sailed with a crew of scabs.

#### GLASGOW.

Leaving Grangemouth, Mr. Wilson, on June 7th, arrived in Glasgow at 8 o'clock at night, for the purpose of addressing the sailors, firemen, dock labourers, and others. The National Hall was crowded, and amongst those present were noticed Mr. Darby (the district secretary), Mr. A. Campbell (solicitor to the Glasgow branch), Mr. McHugh (general secretary of the Dock Labourers' Union), Mr. McPherson, and others. Mr. Sam Picton, the renowned vocalist, enlivened the proceedings, and then the meeting proceeded to business. The result was that the dock labourers carried the following resolution unanimously:—"That the dock labourers of the Clyde, having heard Mr. Wilson explain the situation of the sailors and firemen, hereby pledge ourselves to support them in their demands."

Mr. Wilson, in addressing the meeting, declared that the reason why the men on strike were so

quiet was because they were organised. With reference to the statement that foreign sailors could be obtained to man the vessels, he could tell them that the Union had agents in all the principal foreign ports, and their report was that seamen were very scarce. A resolution was afterwards unanimously adopted, pledging the men to support the manifesto of the Union.

Meanwhile strike operations proceeded vigorously, and at the time we write still proceed, the trade of the Clyde being almost paralysed by the blind greed of the shipowners who will not concede the fair wages asked for. Joined by 3,000 dock labourers who have also come out on strike, the Union is exceptionally strong here, and trade is suffering severely from the shipowners' obstinacy. But

#### SEVERAL VICTORIES

have been won here, and the feeling against the owners is strong. The inconvenience to the public of this obstinacy on the shipowners' part is daily becoming more and more apparent. Two Allan Line steamers which arrived in the harbour some days ago with cattle on board were left by their crews, who refused to return unless the Union rate of pay is given them. Substitutes not being forthcoming, the vessels were allowed to remain in a filthy condition, and the authorities ought to interfere on sanitary grounds and make the owners have them cleaned. The Allan Line steamer *Parisian*, which ought to have sailed on Saturday morning, got away on Monday night by the aid, it is said, of several foreign hands. Several women assisted on Monday at the sheds in order that one of the large steamers might get out. The State liner *State of Georgia* came up the river on Monday night, but no start was made to unload her. The Anchor liner *Furnessia* arrived, but no movement was made to discharge her. The Clyde Shipping Company despatched the *Skerryvore* for Waterford and Cork, carrying passengers, but no cargo; her crew was not complete. A Montreal boat arrived in the river and the labourers were offered the advance, but as the seamen and firemen had not received the advance the labourers refused to discharge the vessel. The strike is further complicated by the case of the grain carriers, who are paid for the 100 bags. The weighers and carriers in some cases have come to terms, but in others it is difficult to arrive at a settlement. Mr. David MacBrayne has come to a compromise with the Seamen's and Firemen's Union, having agreed to give his men 28s. per week, and only to employ members of the Union. Messrs. John M'Callum and Co., who are also in the West Highland trade, have come to the same arrangement. The terms of the dock labourers are being very generally conceded, but comparatively few have yet resumed work, as the demands of the seamen and firemen have not yet been settled. The grain men are finding some difficulty in inducing the employers to grant their demands, but they are slowly

#### MAKING HEADWAY.

Some of the stevedores have already given the rates asked.

A report dated Wednesday night says:—"The seamen, firemen, and labourers at Glasgow still remain firm by their determination not to resume work until their demands are satisfied, and the owners are making vigorous efforts to overcome their difficulties. About a hundred Dundee men were intercepted by pickets, and after the circumstances had been explained to them they returned to Dundee, having previously eaten a hearty meal at the Union offices. The agent of the Anchor Line engaged about 100 men in London to proceed to Glasgow to take the place of some of the labourers on strike. They were taken to stations further down the Clyde. The pickets, however, gave the men some intimation of what was taking place in Glasgow, and one of them, after they had been at work some time, went on to the quays to obtain information. On being told by an official of the Union what the circumstances were he returned, and all the London men except two dropped work. The London men stated that they had been told in London that the strike was practically settled, and that during the continuance of the strike so many dock men had left the harbour that there was not a sufficient number left to carry out the work."

The Union officials supplied the London men on Wednesday morning with breakfast, and subsequently paid their fares to London, and saw them off. Several officers and clerks are assisting at the unloading of the wood cargo of the Allan liner *Austrian*. The Allan Line Company have issued a poster offering work to all able and willing men at the Allan Line sheds, and promising them food, lodging, and protection during the continuance of the strike. The London sailing

ship *Tamar* was towed out of the harbour by the Liverpool tug *Ranger*. She had no hands on board, and was being towed round to Liverpool in search of a crew.

It is reported that the Glasgow Branch of the Sailors and Firemen's Union has given to the Dock Labourers' Union £500.

#### DEMONSTRATIONS AT LEITH.

It is many a year since Leith has been the scene of such stirring events as it has witnessed of late, the Union men here behaving right nobly, and, by almost entirely paralysing the port, making the might of the Union felt, whereat the shipowners have been gnawing their teeth—an occupation in which many of them are expected to be largely engaged in the next world, consequently this exercise may be regarded as a glorious preparation for a future state. Howbeit, on June 7 a mass meeting of the seamen, firemen, and labourers on strike at Leith was held in the Assembly Rooms, Constitution-street, to hear an address by Mr. J. H. Wilson, general secretary. The hall was crowded in every part, the number computed to be present being over 700. Mr. Robert Smith, local secretary, occupied the chair.

Mr. Wilson appealed to the dock labourers to strike while the iron is hot for an advance of wages each, and thus strengthen the position of the seamen and firemen. (Applause.) The shipowners had made up their minds to lay up all their vessels. He asked how it was that the shipowners of Leith had been running their boats so long if they had been getting no profit out of them? Was it for the benefit of the sailors and firemen that they had run the boats? Was it to give the men employment? He felt confident that when the owners could not afford to run the boats for their own benefit and gain, they would lay up the vessels without any consideration for seamen or dock labourers. (Loud applause.) He noticed a shipbroker had been interviewed. He had seen some of those shipbrokers—"second-hand water clerks." (Laughter.) The broker interviewed had said that the men were bringing ruin upon themselves, and that 30s. or 27s. a week was a sufficient wage for the seamen, who had nothing to do but to clean brass-work. (Laughter.)

#### WHAT'S A SEAMAN?

If it was true that ability to clean brass made a seaman—which, of course, was absurd—the shipowners must be short-sighted, indeed, to pay men such wages when they could get boys at 10s. to 15s. to do the work. Then the shipbroker had said that the firemen had nothing to do but to shovel coals into the furnaces. (Laughter.) He would be glad if that gentleman would try to throw in coals. He contended that after half an hour of such work that gentleman would be ready to be hauled out of the stoke-hole, and he thought the broker would know better in the future the kind of work the firemen had to do. Dock labourers should cease work till the seamen and firemen had obtained the advance, and he was sure the seamen would keep on striking until the labourers were similarly treated. He trusted there would be no hesitation on the part of the men to do that, and if they stood firm he was sure that victory would be theirs. (Loud applause.)

The following motion was then moved by Mr. James Brown, of the Union: "That this meeting of dock labourers, seamen, firemen, cooks, and stewards is determined to take combined action to demand an increase of wages, and pledges itself to support each other until the demands are conceded." (Loud and continued applause.)

This was seconded by Mr. James Chalmers, of the local branch of the National Union of Dock Labourers, and carried.

The Chairman said that never in the history of shipping at Leith had there been such a stagnation of trade, and it was an indication of what the Union could do. (Applause.) There were 22 vessels laid up at present, and he said these vessels had traded year after year without any stoppage, but now the owners were compelled to lay them up. He was confident that before many hours had elapsed they would be able to say "Leith has gained a victorious victory." (Loud applause.)

Another resolution was carried, and was as follows: "That this meeting of sailors, firemen, cooks, and stewards, more especially the Royal Naval Reserve men, seeing that some of the companies have begun to import foreigners into this port, will in a strong body give their reserve books up to the superintendent of the Local Marine Board at Leith."

On the following day the Leith men marched to Edinburgh in procession, and on Tuesday they held another meeting, at which Mr. Cunningham Graham, M.P., and Mr. Keir Hardie, were

amongst those present, and addressed the men on strike in the Assembly Rooms, Leith, being received with loud cheering as they appeared on the platform. There were about 800 men present. Mr. Robert Smith, secretary, presided, and, in the course of his opening remarks, said the owners refused the wage of 30s. a few weeks ago, and were now giving that sum to queer specimens—some of whom he had seen in that hall. The owners were putting men aboard their ships—firemen and seamen—poor decrepit objects, some of whom, perhaps, would be better in their graves. (Laughter.)

Mr. Cunningham Graham, M.P., who rose amid loud cheering, said that was the first time he had ever addressed a meeting of sailors. Their struggle was only a part and parcel of the great labour question. (Hear, hear.) It was a part and parcel of the struggle between those who had nothing and those who had something. (Applause.) They had the privilege of being firemen, stuck down in the stoke-hole, and working the ship in rough weather for 30s. a week. It was always the way that the working man should have the dirty work, while the masters went about with starched shirts and long hats. (Laughter.) The owners said they were fond of the men, but they took good care they did not get what they wanted. They said that by giving a rise on wages the trade would be driven from the country, which really meant that it would decrease some of their profits. (Applause.) They were taking the bread out of the mouths of Scotsmen by employing foreigners from Rotterdam and the Baltic. If the men did not stand true to themselves they could not prevent foreigners from supplanting themselves. There was

#### ONE LAW FOR THE RICH

and another for the poor, and so far as seafaring matters were concerned, the Board of Trade was an institution called into existence solely to look after the interests of the shipowners. The Local Marine Board of Leith was composed almost entirely of shipowners, and it was deliberately allowing the regulations to be set aside, as they knew perfectly well that ships were leaving the port manned by longshoremen, cornermen, bakers, and men who had never been to sea before. He then asked where their member of Parliament was, that he was not amongst them to assist them? (Applause.)

Mr. Keir Hardie said that a newspaper that morning was glad that the men did not use violence to a seaman yesterday. He asked why they should not display violence? What other way would terrorise the upper class except violence? (Cheers.) What else would place them in their power except violence? What cared they in war for what hardship they inflicted upon those with whom they were in conflict? If they would force them to unfair means, then they were justified in using every power that God had given them. (Loud cheers.) He asked them to look after the weak-kneed men. They did not require to use violence to them. He was not referring to them, but he advised them to take care that they are not allowed to be taken away by those who were trying to defeat the men. He impressed upon them to do everything to strengthen and encourage them, and, above all, act unitedly with their fellow-seamen throughout every port in Great Britain. He asked them to do nothing alone; consult together as frequently as they could; devise the best means for carrying on the battle; and if the strike is to be continued, make an

#### APPEAL TO THE WORKING MEN

of Great Britain for funds to enable them to carry on the struggle. (Cheers.) They had only been on strike for a week, and the miners considered that to be idle three weeks was a sort of holiday. (Laughter.) They should not wait until they starve, and then make an appeal. If the fight was to be a long one, then it would be all the better for any subscriptions. They should make all arrangements as if the strike was going to be a long one, as if they were to be out for three months. He knew from experience that employers always thought twice before they continued a struggle, and it was only when men made up their minds to fight the battle, which, in the end, would raise the present labour system up to such a pitch as that it would come to a termination. It would only end in one way—that the ships would be owned by the men creating the profit and receiving the profits after the toils and risks of the voyage were over. (Loud cheers.)

The Chairman intimated that subscription sheets were to be at once distributed among all the trade organisations of Edinburgh and Leith. He then referred to the action of the owners in manning their ships at various parts of the Firth, and he said that

#### KIDNAPPING

had been employed to effect their purpose. In one case, he said, the captain of a Leith steamer had threatened to wash men off Portobello Pier when they refused to go aboard his vessel, which had called to pick them up. The Union had taken the men to the police authorities, and lodged a complaint.

The following resolution was then put to the meeting and carried unanimously:—"That this meeting of the seafaring class strongly protest against the inaction of the Board of Trade in not carrying out the laws of the country afloat the manning of the vessels with efficient and competent seamen; and calls attention to the need of reformation in the local board, which is almost entirely composed of shipowners."

A second resolution was also carried with similar unanimity:—"That this meeting of the seafaring class will at once acquaint Mr. Munro Ferguson, M.P. for Leith, of their grievances, and ask him to move on their behalf in the House of Commons."

#### ACTION BY THE TRADES' COUNCIL

At the Edinburgh Trades' Council last Tuesday night, a statement was made with reference to the strike by Mr. Smith, secretary of the Leith branch of the Seamen's and Firemen's Union. He said that the struggle was likely to continue, as the men seemed determined to secure their object. Firemen and seamen were differently situated from tradesmen, because they had to work at any hour during night or day, while in some cases they were on duty over one hundred hours a week. In bad weather he had been for three or four days without getting adequate rest, and he never got anything additional for his extra work. Then, again, sailors or firemen had no security against accidents as tradesmen on land had. If a man happened to fall overboard at night through the neglect of the master or some officer, it was simply said that a man had been drowned, and that they were sorry for it. The owners were exonerated from any liability, because the men were under the care of the master. He really wondered that passengers would trust their lives to the class of sailors that were on board the vessels sailing from Leith at the present time.

Mr. Alexander M'Lean moved that the council express sympathy with the firemen and seamen in their present endeavour to secure a fair share of the profits of their labour, and that they commend the cause of these men to the trades represented at the council.

Mr. John M'Kenzie, tinsmith, seconded.

Mr. Stewart Falconer said that he quite agreed with all that Mr. M'Lean had said, but he was of opinion that the council should advise those engaged in the strike, if at all possible, to arbitrate with the owners. He moved accordingly.

Mr. M'Lean's motion was put to the meeting and adopted.

Mr. James Allan seconded Mr. Falconer's proposal.

Mr. Bell was of opinion that the seamen should accept the 30s. per week offered as very fair under the circumstances. He asked them to point to any trade that would get 4s. 4d. of a rise at once.

Mr. Andrew Purdie said that from personal inquiries made by himself he had found that seamen and firemen wrought 100 hours per week, and he would like to know who among them would work for 3d. per hour. It was their duty as trades unionists to rally round the seamen.

Mr. Alexander M'Lean was afraid that Mr. Falconer's motion would indicate that the men desired to give in. They did not know the details of the matter referred to by Mr. Bell, and it was his opinion that the firemen and seamen alone were able to judge whether 4s. 4d. was a fair rise or not.

Mr. Bell moved that they proceed to the next business as a protest against this hat-in-hand policy of arbitration.

Mr. M'Neish, mason, seconded.

Mr. Walter Scott, seamen's representative, said they would fight their battle to the end, and before he would give in to arbitration he would go back and sail under the German flag as he had done before.

A division was then taken, when 22 voted for Mr. Bell's amendment, and two for the motion by Mr. Falconer.

#### APPEAL TO THE MINERS.

The following circular has been issued to all the mining secretaries throughout Scotland:—

Sir,—It is reported that agents of the principal shipping companies are going round the mining districts offering inducements to get miners to

engage with them to take the place of the seamen and firemen presently on strike for an increase in wages, which all right-thinking people admit they are very justly entitled to. I desire to remind you that in former times of crises the miners of Scotland have got generous support from the other classes of workmen in the country, and these will forever look with contempt on them if they listen to the voice of those who now try to get them to become "blacklegs" by taking service with the agents of the companies so long as the present dispute lasts. The seamen appeal to you to get your men moved not to aid the companies against them, and every consideration of self-respect and humanity urges the miners not to do anything which may make the position of the poor men who have to go down to the sea in ships worse than it now unfortunately is. Plead with your men to stay at home.—Yours truly,

R. CHISHOLM ROBERTSON, miners' secretary.

The firemen on board the *St. Nicholas* came out on Monday just as the steamer was about to leave for Aberdeen. It seems that they were offered the full rates, but refused to sail unless the firemen on the steamer *St. Clair* also got the increase. An arrangement was come to, and the men returned to the steamer. A meeting of the men was held on Monday, Mr. Brown, vice-president of the Union, presiding, to ascertain whether the men would accept the masters' terms. On a show of hands being taken it was evident that the feeling of the men was to continue the strike. Large crowds of strikers continue to hang about the Union office, and many of the men are distributed over the docks to see that no seabs get on board the steamers. A blackleg was captured in Commercial-street on Monday on his way to join a steamer. He was set upon by an angry mob, who tore his straw bed from him and threw it into the harbour. He narrowly escaped being thrown in after it. The man, after receiving a good mauling, made his escape with his face bleeding freely.

The seamen and firemen on board the steamer *St. Clair*, of Aberdeen, came out on Wednesday, the owners having refused the advanced rate. The officers of the company's steamer *St. Rognvald* took the places of the men on strike, and the steamer left for Aberdeen. The steamer *Czar*, for Cronstadt, anchored in the roads without a crew. The men are taking matters quietly, and are content to hold out as firmly as at first. They state that the owners will soon find out their mistake in employing mechanics and labourers to do the work of sailors.

#### DEMONSTRATION AT HULL.

A correspondent writes:—The vitality of the National Amalgamated Sailors and Firemen's Union was made very apparent in the great trades' demonstration at Hull on the 10th inst. The whole Humber district was well represented by members of the Union from the Grimsby and Goole branches, who attended in large numbers with their respective banners to support their brethren in their protracted struggle for an increase of wages. This is the first time that this hitherto much-neglected class of workers have been represented in any trades' demonstration which has taken place in Hull. Old Father Neptune, on his car, was supported by his subjects, who were variously engaged in the different kinds of work appertaining to fitting out ships, viz., splicing, stroping blocks, &c. The old veteran line fisherman from Grimsby was conspicuous in the rear of the car, busily engaged arranging his lines and hooks, and a trawler repairing a split net. Considerable diversity of opinion arose among the spectators as to the occupant of the second car, some asserting that he was a buffalo, and others the demon of unthrift, but nautical men would have little difficulty in recognising the *bête noir* of seaman Davy Jones, accompanied by his satellites with their implements for increasing the temperature. After leaving the Botanic Gardens, the sailors and firemen paraded the town and the docks. Upon passing the offices of Messrs. Bailey and Leetham three hearty cheers were given for that firm, the first in this port to give the Union rate of wages. The orderly and sober manner in which the sailors and firemen conducted themselves throughout would no doubt come as a surprise to a large section of the public, whose ideas of Jack and his ways are very vague, and in the majority of cases not much in his favour as a thrifty, law-abiding citizen. The members of the local society here are shamefully taking the places of the Union men, as they leave their ships, at the old rate of wages. If these are the principles which a "Member of the Local Union" in his letter to the *Hull Express* the other day wishes us to shew to the public before they will extend the hand of friendship to us, the time is far distant when such

an interpretation of the principles of trades Unionism will be advocated by us.

Mr. Wilson left Glasgow on Saturday morning and arrived in Hull the same evening at 8 o'clock, when he was met at the station by 500 members of the Hull Branch, all wearing neat red, white, blue, and green rosettes, with Union medals. A brass band was also in attendance, and on Mr. Wilson appearing the air resounded with the strains of "See, the conquering hero comes," intermingled with hearty British cheers. The procession then marched through the streets on their way to the Unity Hall with banners and flags flying. On entering the hall, a goodly number had already assembled, and soon the hall was densely packed.

Mr. Brown (the delegate of the Sailmakers' Society on the Trades Council) presided, and with a few well-chosen remarks introduced Mr. Wilson as the founder of the Union.

Mr. Wilson, who was enthusiastically received, addressed the meeting at some length. He severely criticised the action of the Hull Local Society, for remaining in their berths while others were fighting the battle for them, and he concluded by advising them to be firm in their demands and to use every opportunity afforded them to persuade men from signing under the Union rates.

Mr. Reid moved that we stand by the manifesto issued by the Executive. Mr. Young seconded and the motion was carried unanimously.

Mr. Wilson afterwards addressed a meeting of the Hull Branch Committee in Percy's Hotel and visited the docks before retiring for the night. He left for Liverpool by the 6.50 train in the morning.

#### SUNDERLAND.

Even a shipowners' paper has to admit: It is now generally acknowledged that in Sunderland, as far as the wages question is concerned, the Union has gained a complete victory. The advance, both in weekly and monthly boats, is, in the majority of cases, being paid without demur to seamen and firemen alike.

On Wednesday the *Alassio* s, a monthly boat, conceded £4 10s. Mediterranean rates, which is 10s. per month more than the crew have hitherto been receiving. They refused to sign on except at the advance. Two weekly boats, the *Rutland* and the *Joseph Rickett*, have also advanced the men's wages from 30s. to 32s. 8d. All is quiet here, the Union scale being adopted with little or no show of resistance.

#### DUNDEE.

Our correspondent here, writing last Wednesday, says: "We are still on strike in Dundee, although at present we have very little to strike for. We have got the advanced wages in every case—both weekly and monthly boats—without any trouble. The captain of the Hamburg boat, which should have left last Friday, has been running about trying to get a crew of scabs to let him get away. He has succeeded in getting a couple of bakers—who were never at sea before—as firemen and a few mill boys as sailors. He has had them locked up for a day or two until he gets the rest of his crew."

The seamen's strike at Dundee is extending, and on Wednesday several vessels were detained in port, as crews would not embark unless they received the Union rate of wages. About 70 men who had been taken to Glasgow to work as dock labourers were brought back to Dundee by agents of the Union. Mr. Brown, president of the Glasgow branch of the Union, addressed a large meeting of dock labourers and seamen at the harbour, and urged the men to keep away from Glasgow, where both the seamen and the dock labourers were fighting a desperate battle.

#### ABERDEEN.

The position of matters is little changed, both sides seem determined to stand out. Only two of our local colliers are sailing for the advance, and firms who had formerly granted it have withdrawn. This was done after a meeting that the owners had, and they make it clearly understood that it is not so much for the advance as to crush the local branch. The evidence for this is to be found from the fact that they have paid off crews from their lying up vessels, these not being affected by the wages question, and to the credit of the men, be it said, they would stand by their Union and leave their employment. On Wednesday, June 12, a demonstration was organised, and carried to a successful issue, walking in procession through the principal streets of the city, and many were the hearty expressions thrown out for the success of the sailors and firemen. The secretary has seen and talked with a few of the owners, but the spirit is plainly shewn to crush and pulverise the

Union in this locality. Our local Press represents that they have no difficulty in getting crews, but truly they are of the scratch order; but one there is of an opposite nature, one little steamer, manned by two captains, one extra past, two mates, two engineers, and one naval pensioner, who has between £40 and £50 per annum. We would say, save us from such meanness, but I've no doubt some day he will get his dessert. Many others that went, it could be truly said they had a pair of legs on them, but had no other qualification.

#### BELFAST.

The sailors' and firemen's strike and the coal porters' strike at Belfast show up to the present no appearance of an early settlement. It would seem that trade has suddenly left the port, such is the appearance of loneliness contrasted with the former scene of activity and work. This is especially the case at the Queen's quay, where the sailing vessels and coal steamers lie, and also in the vicinity of the steam cranes. Practically no work is being done, and it would take a large importation of country labourers to fill the places of the strikers. This, of course, would be possible in the porters' case, but not in the case of the seamen, who seem to have very little fear of their positions being taken. Largely attended meetings of porters and seamen have been held from time to time, and small knots can be seen at various places along the quays discussing the pros and cons of the question. Some attempts have been made by Union men to persuade non-unionists from working on or about the vessels, but there does not appear to have been any threat of personal violence used in any case.

#### MARYPORT.

The able-bodied seamen and firemen sailing from Maryport have had their wages advanced from 27s. to 32s. The labourers employed in loading ships with coal struck work on Monday night, but resumed on their wages being increased from 4d. to 6d. per ton. The strike only lasted an hour.

#### GRANGEMOUTH.

On the 7th June, in response to a telegram from Grangemouth, Mr. Wilson went to that port, where he received a true sailors' welcome, and then way was made to the Masonic Hall, where one of the most attentive audiences listened to Mr. Wilson's stirring address, and all the men pledged themselves to stand true to the manifesto issued by the Executive. We may mention, in passing, that arrangements have been made for the establishment of a Dock Labourers' Union, who will work for none but Union men.

THE movement in favour of a harbour of refuge at Lundy Island is receiving considerable support, and at a meeting to be held in Bristol next week a draft memorial will be submitted for adoption prior to its being presented to the First Lord of the Admiralty (Lord George Hamilton). Plymouth has joined the Bristol Channel ports in urging the suitability of the Lundy site.

GREAT numbers of passengers are now crossing between Dover and Calais for Paris. During the present week they averaged about 1,500 daily. The Admiralty Pier presents a remarkable scene of activity. There is scarcely an hour when there are not trains attending the arrival or departure of the mail-packets. Of these there are now no fewer than eight regular boats, independently of specials crossing the Straits. Six are running between Ostend and Dover daily, and the new express service, which was started last week, has already its full complement of traffic. Last Saturday 2,000 passengers left via Calais for the French capital.

#### THE SAILORS' AND FIREMEN'S UNION.

##### GREEN'S HOME BRANCH.

The usual weekly meeting was held on June 6th, Mr. Leash in the chair. In opening the new branch meeting-room, the proprietor (Mr. G. Frysh) asked permission to address a few words to the meeting, and told how he also had been a seafaring man, and hoped that before long many present would be like him, a temperance man, then they would be more clear-headed to look after their own interests. The chairman then said he was proud to occupy the chair before so many intelligent men as he saw before him there that night. He was justly proud to see such an assembly of the seafaring class, and wished that some of those people who have so often spoke disparag-

ingly of sailors could only see the kind of men who were there that night, when they would assuredly alter their opinions of our class; and he earnestly entreated every brother in that room not to do anything that would bring any discredit on the Union, but to act honourably and above board at all times, and at the time appointed to join their respective ships. (Loud applause.) Mr. Walsh, secretary Tidal Basin branch, said that, seeing we were now a potent power in the land, we ought to begin to let others see that we were such. And now that our hospital demonstrations were so popular we certainly ought to do something towards furthering the interests of our local hospital (namely, Poplar Hospital). If we were to make some demonstration with some more of the same type of men that he saw before him that night, he reckoned it would just be as beneficial to our Union as it would be to the hospital—(hear, hear)—therefore he hoped that all who could not join in the demonstration would not forget the object for which the demonstration took place. (Loud applause.) Mr. Walsh added with reference to some growling at the Executive: As they have been appointed in due course, I recognise it as my and your duty to obey their lawful commands. If they do not meet with your approbation, then at the next general election instruct your delegates what to get redressed for you; but until the present Executive is dissolved we are bound to obey them, and in doing so we strengthen our Union. It was resolved and carried:—"That this meeting pledges itself to support the Union by every legitimate means in its power."—The Secretary, after explaining some matters under discussion, enjoined members to bring men of good character to join our Union.

##### SOUTH SHIELDS BRANCH.

Mr. George Cowie writes to us:—It is grand to read in the leading daily papers the report about the wages question in South Shields. It simply says that the owners have conceded to all demands of the seamen. All other ports have different reports, but none comes to the point with less words. What does that mean? It is simply this, that the men, with that dogged determination that is nerving every seaman that has to toil on those mighty waters, were indifferent to the consequences. It has been noticeable among the men while they were standing in patches of fours and fives that the keen sense of duty had now come upon them, as they read the bill that was before their gaze, that old order that makes my very frame to quiver, that order that was obeyed at Trafalgar, but to which we attached one word more, "England expects every Union man to do his duty." They did their duty well. What will not the powers of oppression make men do? Sir, it only wanted one match to set the hungry men afame with desperation. But they left the shipping office deserted, went and got seats from the Seamen's Hall. But the officious policeman was not satisfied to see such a body of noble men taking things so cool. But thanks to the secretary of the Union that policeman had his number taken and reported, and the matter was immediately dealt with by the superintendent. Now, the officers say themselves that they never saw a more orderly body of seamen on the Tyne. That, gentlemen, is the whole secret of our success in South Shields, by the men abiding by the resolutions that were passed at the previous meeting. Now that the officers are so particular at having all Union men, we are going to ask them if they are Union men, and as sure as we say we are going to practice. Our rules distinctly say, "No Union man shall sail with non-Union men," so if we go with non-Union officers we are going against our laws.

##### BARROW-IN-FURNESS BRANCH.

At a well-attended meeting of the above branch, held at 21, Hindpool-road, on the 11th inst., Bro. Clayton in the chair, the minutes and correspondence having been read, Mr. Donovan, organising secretary, delivered his parting address to the members, and his final instructions to the officials who are to manage the local branch in future. He had much pleasure in handing over the books and property of the Union to Mr. Ed. Clayton, who no doubt would bring the branch to a higher standard than at present. He then explained to the members how he had only just arrived from Ramsden Dock with a faithful lot of men, the crew of the *Lord Downshire*, who assisted him in winning a great victory over the Barrow Steam Navigation Company. The managing captain, Captain Stokes, told the firemen he would concede the Union rate of wage but forgot all about it, so they came to Mr. Donovan, who took all necessary steps, and ordered seamen and firemen out, when their de-

mands were at once conceded, although Captain Stokes ordered two policemen to charge Mr. Donovan with intimidation, and perhaps a summons will be the result.

Mr. Donovan received a present of a handsome pipe and pouch on the eve of his departure from Barrow as a token of the esteem in which he was held by the men of Barrow. A vote of thanks to Mr. Donovan and Chairman having been given, the meeting adjourned to Monday, June 17th.

We are asked to print the following:—

"This is to certify that Captain Harris, of ss. *Esparto*, of Leith, paid me off on June 4th, and absolutely refused to pay me my wages due to me, which I lawfully worked for, and sailed on the same day for Helsingfors, Baltic, and I would wish that he would leave it to secretary Seamen's Union of any port that he may arrive at. Signed this 5th day of June, 1889.—Ole Larson. J. Donovan, organising secretary, witness."

#### BRISTOL BRANCH.

The American Government is more ready and generous to reward gallantry than our own, when it happens to be foremast Jack who has risked an effort in the cause of humanity. Some time back a boat's crew of the ss. *Glendower* rescued, under circumstances of great danger, the crew of an American schooner. Among the rescuers was Charles Jarman, a member of this branch, who was boatswain of the *Glendower*. When the sinking vessel was sighted, which was at midnight, Jarman was below. But as soon as it was made known to him that a vessel was in danger he turned out, and by persuasion and example got his shipmates to risk an effort on behalf of the crew. A very high sea was running at the time, and Jarman's shipmates were naturally chary to encounter the danger. Jarman's devoted behaviour and splendid example had its effect. When in the case of British seamen it was known that where one was ready another would not venture, though it be almost certain death? The boat was lowered, manned, and put off upon her perilous enterprise, and, under the skilful handling of Jarman, succeeded in taking off the crew and restoring them to safety on board the *Glendower*, which landed them at Gibraltar. As is usual upon these occasions, when the rewards were published a stirring panegyric of the captain and mate appeared, but no mention of the crew who really did the work. Jarman read in the paper that the skipper and mate had been rewarded, and reported to the secretary the facts of the case, with the part he had taken. Upon this, the secretary placed himself in communication with the United States Secretary of State with the view of securing some recognition of Jarman's services. In reply to this the American consul to whom the matter has been referred has informed the secretary, in the course of an interview upon the subject, that 20dol. in gold has been awarded to each of the boat's crew concerned in the rescue, and now awaits claim at the American Legation in London. He is also commissioned to investigate the case on behalf of the American Government with a view of further rewarding Jarman, to whose skilful seamanship and brave and gallant conduct, this crew of American seamen owe their lives. Any of the boat's crew referred to may now forward their claims through the American consuls at their various ports. Wages here £4 10s. and £4 5s., firemen and sailors respectively, for Mediterranean.

#### MONTROSE BRANCH.

At a meeting of the above branch held on Monday it was unanimously resolved that Union men should not sail with non-union men, and that our entrance fee is 5s. We therefore give an opportunity of enrolling before we again raise the entrance fee. One steamer signed on Thursday, the 6th, for £5, and one on Monday, 10th, for £5 per month for the Baltic; also a coasting steamer £1 12s. 8d. per week, and a coasting schooner signed for £4 per month. The *North of London* signed on Tuesday for £3 10s. per month.

#### GRANGEMOUTH BRANCH.

Shipowners are resorting to some extremely dirty "dodges" in this port, but we expose them daily. One of these is scattering broadcast false circulars purporting to emanate from the Union; but their purpose has not been attained. We are steadfast and true, and can see victory almost in our grasp, our watchword being "No surrender."

#### HOMeward BOUND SHIPS.

The following ships have been reported as homeward bound since our last issue:—

*Aconcagua* s, left Callao — for Liverpool

left St Vincent June 9

*Armenia* s, left Bombay May 30—for Liverpool left Perim June 7

*Albion*, clrd at Rio Grande May 8—for Liverpool

*Adriatic* s, left New York June 5—for Liverpool

*A. J. Fuller*, left San Francisco May 26—for Liverpool

*Acerington*, Dyke, left New York May 29—for Liverpool

*Akaroo*, Culbert, left Melbourne June 9—for London

*Abergeldie*, Levie, left Sydney April 25—for London

*Arina*, Williams, left Barbados May 27—for London

*Ajax* s, left Shanghai — for London

left Perim June 9

*Ati*, Ferran, clrd at Buenos Ayres May 9—for Falmouth

*Anton*, Loger, left Rio Grande May 10—for Falmouth

*Arizona*, Ness, left Quebec May 24—for Greenock

*Aylona* s, left Montreal June 9—for Leith

*Aberystwith Castle*, left Pisagua April 16—for Channel

*Aradine*, left Portland, O. Jan 29—for U Kingdom

spoken March 10, 23 S, 138 W

*Agat*, Halvosen, clrd at St. John, NB, May 27—for F'wood

*Agnes*, Sorensen, left Pasacagua June 3—for Marport

*Branksome Hall* s, left Kurrachee May 19—for Liverpool

left Gibraltar June 11

*Bulgarian* s, left Boston June 5—for Liverpool

*British Prince* s, left Philadelphia June 6—for Liverpool

*British Prince* s, left Quebec June 6—for Liverpool

*Borghild*, Haugland, left Manila April 29—for Liverpool

*Bengal* s, left Calcutta — for London

left Gibraltar June 11

*City of Carthages*, left Bombay June 1—for Liverpool

left Perim June 9

*City of Berlin* s, left New York June 5—for Liverpool

*City of Chester* s, left New York June 8—for Liverpool

*City of York*, Baxter, left Probolinggo — for Queenstown

passed Anjer May 9

*Clyde* s, left Bombay — for London

left Port Said June 9

*Clan Macgregor* s, left Bombay April 13—for London

left Gibraltar June 7

*Clan Drummond* s, left Calcutta May 16—for London

left Suez June 12

*City of London* s, left Calcutta May 16—for London

left Rio Janeiro June 11

*Coptic* s, left Canterbury May 17—for London

left Rio Janeiro June 11

*Clan Stuart* s, left Madras May 17—for London

left Aden June 8

*Capella* s, left Calcutta May 19—for London

left Perim June 6

*City of Khios* s, left Calcutta May 27—for London

left Colombo May 30

*Clyde* s, left Shanghai — for London

left Port Said June 9

*Chyebassas* s, left Calcutta May 27—for London

left Colombo June 7

*City of Calcutta* s, left Calcutta June 3—for London

left Colombo June 8

*Clan Mackenzie* s, left Calcutta June 5—for London

*Casket*, Coath, left Barbados May 27—for London

*Canadian* s, left Quebec June 8—for London

*Clan Macdonald* s, left Bombay June 8—for London

*Centaur*, Isbister, left San Francisco April 17—for Queenstown

*Carl*, Kohler, left Iquique June 2—for Falmouth

*Colorado*, Wyman, clrd at Banger, Me, May 30—for Greenock

*Choice*, M'Murty, left Pensacola April 23—for Greenock

spoken May 22, 41 N, 45 W

*Circe* s, left Montreal June 6—for Glasgow

*Clare*, Moody, left Iquique March—for Channel

spoken May 21, 7 N, 20 W

*Capenhurst*, Jones, clrd at Newcastle, NB, May 24—for Larne

*Darien* s, left New Orleans June 5—for Liverpool

*Dillsburg* s, left Buenos Ayres — for Liverpool

left St Vincent June 7

*Damascus* s, left Bombay May 18—for London

left Ushant June 11

*Denmark* s, left New York June 8—for London

*Duke of Devonshire* s, left Calcutta May 31—for London

left Colombo June 11

*Devonia* s, left New York June 8—for Glasgow

*Delsey*, left Callao April 30—for Channel

*Echucua* s, left Adelaide May 9—for London

left Port Said June 9

*Egyptian Monarchs*, left New York June 4—for London

*Earl Dunraven*, left Astoria, June 3—for U Kingdom

*Einar Tambarskij*, left Montevideo May 14—for Cardiff

*E'Isif*, Abrahamsen, clrd at Pascagoula May 17—for New castle

*Florence* s, left Cape Town May 8—for London

left Las Palmas June 5

*Flaxman* s, left New York June 6—for London

*Flowergate* s, left Norfolk June 7—for Queenstown

*Frey*, Abrahamsen, clrd at Wilmington May 29—for Glasgow

*Firth of Cromarty*, M'Knight, left Bassein June 6—for U Kingdom

*Fortunato*, Esposito, clrd at New York May 25—for Exmouth

*Grangefield*, left Parnahyba May 29—for Liverpool

*Gallia* s, left New York June 5—for Liverpool

*Gulf of Corcovado* s, left Callao June 11—for Liverpool

*Gulf of Papua* s, left Callao June 11—for Liverpool

*Goorkha* s, left Calcutta May 3—for London

left Malta June 9

*Glenfruin* s, left Yokohama June 5—for London

*Gen Tanar* s, clrd at Mobile May 27—for Aberdeen

*Giovanni B. Barabino*, left Rangoon Feb 25—for Channel

*Gaditano* s, left New York June 11—for Avonmouth

*Heracles* s, left Montevideo June 6—for Liverpool

*Harry Boller*, clrd at Parrsboro May 25—for Liverpool

*Harrowgate* s, left Cocomada May 31—for London

left Galle June 6

*Hinrich*, Jansen, left Rio Grande May 10—for Falmouth

*Hibernian* s, left New York June 8—for Glasgow

*Henley* s, left Moulmein June 9—for Glasgow

*Hernesand*, left Milk River, J. May 11—for Glasgow

*Hexham* s, left Coosaw June 7—for Dublin

*Istrian* s, left New York June 7—for Liverpool

*Istrian* s, left Boston June 8—for Liverpool

*Inga*, Albeck, clrd at Trinidad May 22—for London

*Ione*, left Montevideo May 6—for Falmouth

*Irthington* s, left Pensacola June 9—for U Kingdom

*Ida*, left Montevideo May 10—for England

*James Turpie* s, left Coosaw June 5—for London

*Johanna Sophie*, Ibsen, left Rangoon June 4—for Channel

*Junak*, left Salt River, J. May 4—for Bowring

*Jesmond* s, left Pernambuco June 6—for Liverpool

*Kirkland* s, left Manila June 4—for Liverpool

left Singapore June 11

*Kinsembo* s, left Accra June 7—for Liverpool

*Konoma*, Thompson, left St John, NB, May 25—for L'pool

*Kangra* s, left Bombay May 18—for London

left Suez June 10

*Lake Nepon* s, left Quebec June 4—for Liverpool

*Lavinia*, Mitchell, left Barbados May 22—for Liverpool

*Lagertha*, Hansen, left Point du Ghene May 23—for L'pool

*La Querida*, left Lyttleton April 24—for London

*Leading Chief*, Richards, left Barbados May 22—for London

*Lismacrievs*, left Baltimore June 8—for London

*Lindesnaes*, Ingvarson, clrd at Pensacola May 30—for Greenock

*Larnaca* s, left Bombay June 7—for U Kingdom

*Ludvig Holberg*, Hansen, left Rangoon May 11—for Channel

*Lealta*, Grandolfo, clrd at Pensacola May 28—for Bristol

*Livonia*, Defour, clrd at St. John, NB, May 24—for Wexford

*Margaretha*, Kostin, left Singapore April 15—for Liverpool

left Anjer April 26

*Mandingo* s, left Lagos May 26—for Liverpool

left Madeira June 8

*Mandalay* s, left Singapore May 18—for Liverpool

*Mentmore* s, clrd at Baltimore prior to June 8—for Liverpool

*Methven Castle* s, left Cape Town May 25—for London

left Las Palmas June 11

*Mameluke* s, Reid, left Calcutta May 17—for London

*Mary Emily Jones*, clrd at Demerara April 29—for Queenstown

spoken May 23, 39 N, 34 W

*Martaban* s, left Rangoon May 11—for U Kingdom

left Malta June 11

*Matilide*, left Montevideo May 8—for Cardiff

*Medway* s, left Barbados June 10—for Southampton

*Nasmyth* s, left New York June 6—for Liverpool

*Nevada* s, left New York June 11—for Liverpool

*Noopariel* s, left Demerara May 17—for London

left Madeira June 8

*Norham Castle* s, left Cape Town June 5—for London

*Nereo*, Gamba, left Penang May 1—for London

*Navarro* s, left Calcutta June 7—for London

*Northernhay*, left Lyttelton April 26—for London

*Nixe*, Fettjulch, left Pisagua June 3—for Falmouth

*Norden*, Svendson, left Natal May 11—for Falmouth

*Nostra Madre*, left Rangoon Jan 22—for Channel

passed St Helena April 29

*Neva* s, left Pernambuco May 27—for Southampton

left Lisbon June 9

*Opobo* s, left Sierra Leone June 8—for Liverpool

*Orient* s, left Adelaide May 13—for London

left Port Said June 9

*Oceana* s, left King George's Sound June 7—for London

*Oroya* s, left Adelaide June 11—for London

*Ontario* s, left Quebec June 6—for Bristol

*Othello* s, left Bombay — for Hull

left Malta June 11

*Pawnee* s, left New Orleans May 24—for Liverpool

left Newport News May 31

*Persian Prince* s, left Sydney, CB, June 7—for Liverpool

*Palestine* s, left Boston June 8—for Liverpool

*Parramatta* s, left King George's Sound May 24—for London

left Aden June 11

*Port Denison* s, left Penang June 1—for London

left Galle June 9

*Palinurus* s, left China — for London

left Perim June 8

*Pohona*, Janieson, clrd at Darien May 28—for Queenstown

*Primrose*, Trew, clrd at Rio Grande May 8—for Falmouth

*Plantaganet*, Thisi, clrd at Quebec May 23—for Greenock

*Port Jackson* s, left Hong Kong June 11—for United Kingdom

*Portunense* s, left Pensacola June 9—for Fleetwood

*Perpetua*, Montgomery, clrd at Darien May 29—for Glasson Dock

*Province*, left San Francisco May 28—for Hull

*Persian Empire*, Storey, left Calcutta June 10—for Hull

*Kimutaki* s, left Wellington May 16—for London

left Rio Janeiro June 10

*Rask*, Bie, clrd at Trinidad May 18—for Queenstown

*Rival*, left Halifax May 27—for United Kingdom

*Roman* s, left Boston June 11—for London

*Samaria* s, left Quebec June 7—for Liverpool

*Spenser* s, left River Plate May 1—for Liverpool

left Madeira June 10

*Stronza* s, left Calcutta May 28—for Liverpool

*Samaria* s, left Boston June 8—for Liverpool

*Sunbeam*, Trembent, left Rio Grande May 10—for Falmouth

*Sapponee II*, Huijsinga, left Paramaribo May 13—for Falmouth

*Scandinavian* s, left Philadelphia June 6—for Glasgow

*Scottish Hills*, Steel, left Rangoon May 9—for Channel

*Sumarlide*, left Port Townsend May 23—for United Kingdom

*Stralsund*, Oehberg, clrd at Savannah May 26—for Granton

*Santiago* s, left New York June 8—for Hull

*St. Regulus* s, left Calcutta May 15—for Hull

left Suez June 8

*Sirocco*, Biglow, clrd at Quebec May 27—for Newcastle

*Twickenham* s, left Kurrachee — for Liverpool

left Malta June 6

*Texan* s, left New Orleans June 4—for Liverpool

*Tower Hill* s, left New York June 8—for London

*Tycho Brahe* s, left Brazil — for London

left Madeira June 12

*Taroba* s, left Bribane June 10—for London

*Teandra*, Moresco, left Puerto Gomez May 14—for Channel

*Umbria* s, left New York June 8—for Liverpool

*Umtata* s, left Natal May 17—for London

left Madeira June 11

*Ursula*, Muisse, left Bassein May 30—for Channel

*Uman*, Stenback, left Falmouth, J. May 15—for Channel

*Victor*, Jensen, left Pensacola May 30—for Liverpool

*Veritas*, Moller, left Frey Bentos April 15—for Channel

left Monte Video May 11

*Vevora R.*, Sigaro, clrd at Pensacola May 30—for Grazemouth

*Werneth Hall* s, left Bombay May 16—for Liverpool

left Gibraltar June 7

*William Cliff* s, left New Orleans June 9—for Liverpool

*Warwick Castle* s, left Cape Town June 7—for London

*Wm Volckens*, left Salt River, J. April 30—for Fleetwood

*W. H. Watson*, Smith, left Fremantle, April 21—for London

*Wm Bateman*, left Brunswick May 25—for West Hartlepool

*Zemindar*, Graham, left Calcutta June 11—for Liverpool

*Zenobia* s, left Monte Video May 23—for Liverpool

left St Vincent June 9

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